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MOTORSPORT NEWS

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ROWBOTTOM'S WALK IN THE PARK

Honda shines in Cheshire as BTCC favourites faulter P18

Frenchman stars in a bonkers Hungarian GP to land maiden triumph

OCON: THAT WAS MY PERFECT RACE

Strike a pose: delighted winner

Ocon soaked up race-long pressure for victory

By Matt James

First-time Formula 1 winner Esteban Ocon says he drove the best race of his career for his maiden grand prix triumph in a chaotic Hungarian Grand Prix on Sunday.

The Alpine driver took the lead early on in the restarted race and managed his tyres to the end to claim the landmark victory for himself and the rebranded Renault team.

He explained: "We just made everything perfect. It is an awesome moment in my career. I don't have words to describe it – but it's the first win for the Renault Group since they came back in Formula 1. After what we've been through, after the difficult times, just the trust that they've put in me, I'm glad that they get this reward."

He fended off Sebastian Vettel's Aston Martin throughout, but the German pulled up on the slowing down lap and he was disqualified for not having enough fuel left in the tank for an FIA sample. That handed second spot to an under-the-weather Lewis Hamilton.

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REPORT

MARTIN REALISES HIS HOT ROD FORM

Northern Irishman scoops National title P32

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McNISH LIFTS THE LID...AGAIN

The Flying Scotsman is in the Q&A hotseat once more P20

Tragedy strikes national motorsport at Brands Hatch

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COMMENT

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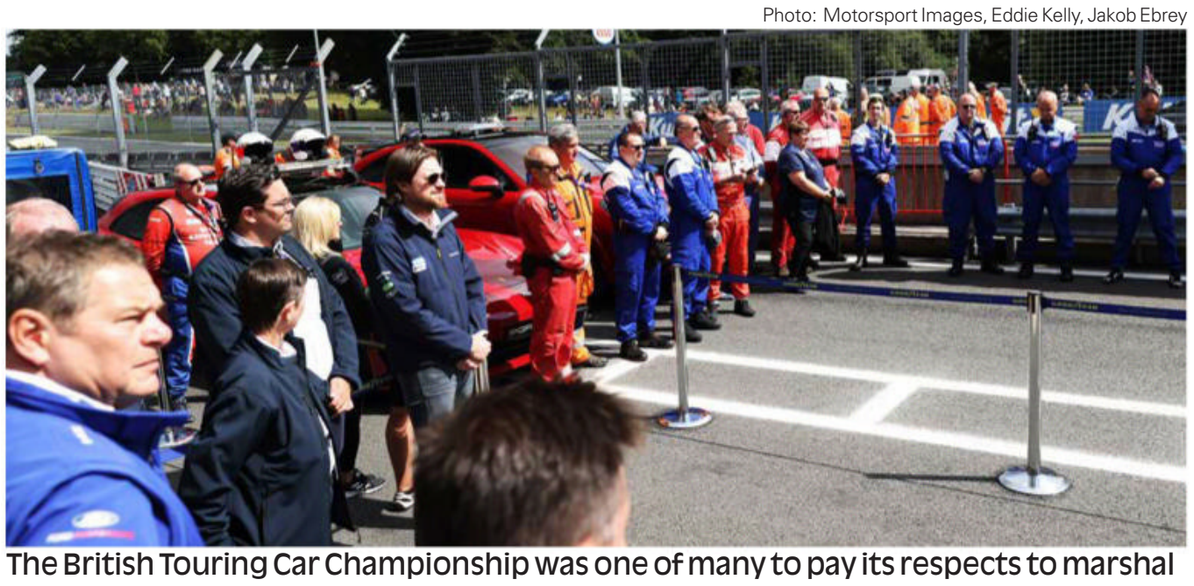


The British Touring Car Championship was one of many to pay its respects to marshal

TAKING NOTHING FOR GRANTED

There are some things that it is all too easy to take for granted in motorsport, and that is true on an international level as much as it is around the circuits and stages of the United Kingdom.

How often do fans and participants actually stand back to take into account just what goes in to running a motorsport event?

Be that from those who are staffing a race control centre to those who are scrutineering the cars and making sure all the competitors are safe through to the trackside marshals. The effort – which is 99% voluntary – is a mammoth one. And it is when events happen as occurred at Brands Hatch last weekend, when a volunteer marshal was tragically killed, that these things are brought into sharp and painful focus.

Those in orange are such a vital part of the sport we love, and the gladly give up their time to make sure that the competitors and spectators can continue to indulge their passions. Indeed, the UK marshals are widely regarded as the best and race and rally meetings so often pass by without incident that it is almost too easy to overlook the diligence and expertise of those on the sidelines.

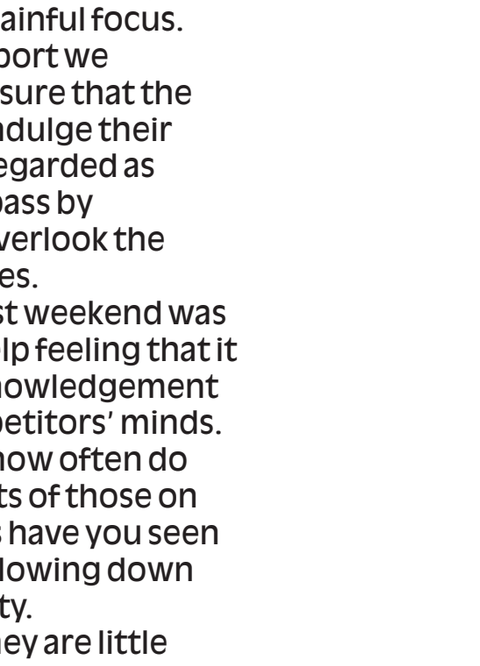
The reaction from motorsport as a whole last weekend was heart-warming and universal, but one can't help feeling that it shouldn't take an incident like this for the acknowledgement of the role of volunteers is uppermost in competitors' minds.

It can even come down to the small things: how often do you hear a winning driver appreciate the efforts of those on the flag posts? Hardly ever. How many winners have you seen drive blissfully by the waving volunteers on a slowing down lap after victory with no return greeting? Plenty.

I know these are only small measures, but they are little signs of appreciation that should be ingrained within every race or rally driver. There are measures in place for every competitor to gain signatures on their race or rally licences should they choose to do a day's marshalling rather than have all the fun themselves on track. Surely it is time to make this a condition of a licence, rather than an option?

In this issue, we report on a bonkers Hungarian Grand Prix, which featured an early-event shunt, and the drama from the British Touring Car Championship meeting at Oulton Park on Sunday. The race meeting in Cheshire was beset by huge accidents and red flags.

It almost served to underline the point that had been made not 24 hours before. Marshals matter. To all volunteers, be they marshals, medics or other race-day staff, we salute you.



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MOTORSPORT NEWS

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The Scotsman was so good last time, here is part two...

Record man Bogie not ready to slow

We catch up with the history-making Scotsman who is loving his rallying

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Derek Martin grabs the Hot Rod silverware

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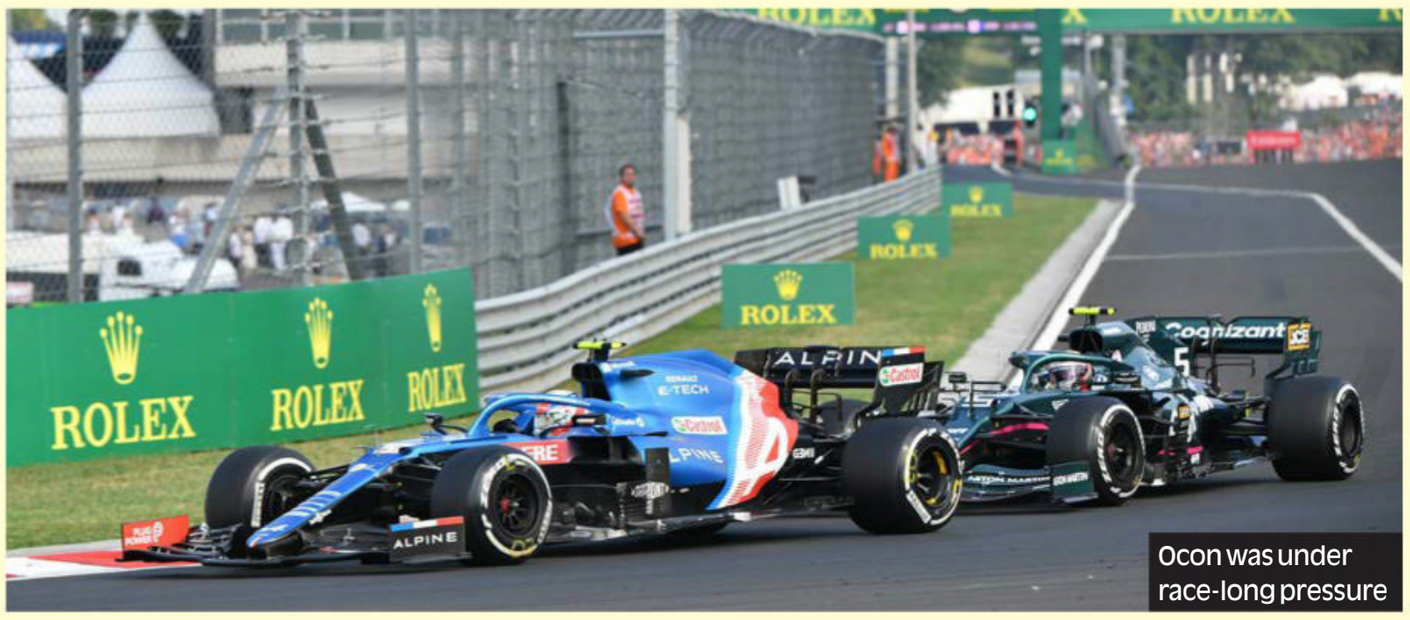
Photos: Motorsport Images



Ocon was under race-long pressure

Chaos at the first corner in Hungary

OCON SPRINGS A SURPRISE IN A GOLDEN GRAND PRIX

Esteban breaks his duck amid chaos in Hungary. By James Roberts

Alonso and Ocon: delighted

An exhausted Hamilton has retaken the lead of the points chase

This was a race that will live long in the memory. The Hungarian Grand Prix featured some of most unusual sights ever witnessed in the sport: a multi-car first corner shunt, a single car taking the grid on a restart, a maiden victory for both Esteban Ocon and Alpine, and an exhausted championship leader on the podium.

Ocon rode his luck, but also didn't put a foot wrong to take his first single-seater win since his title-winning GP3 season in 2015 and the first victory for his Enstone-based team since 2013.

Rain can often throw a grand prix on its head and a persistent shower half an hour before the start of Sunday's race led to a chaotic first corner. Every driver took the start on intermediate tyres. Second-placed Valtteri Bottas made a slow start and heading into Turn 1, Bottas misjudged his braking point and slammed into the back of Lando Norris's McLaren, which hit Max Verstappen's Red Bull. With his front wheel broken, the Finn then careered into the second Red Bull of Sergio Perez.

Behind this accident, a second one was developing as Aston Martin's Lance Stroll also misjudged the slippery conditions and ran into Charles Leclerc, whose Ferrari put Dan Ricciardo into a spin. Both Ocon and Aston Martin man Sebastian Vettel took advantage of the six cars slithering off the road at Turn 1 to sneak into second and third behind Hamilton, who had avoided all the chaos at the head of the field.

A safety car quickly turned into a red-flag stoppage when it became clear how much debris was littering the circuit. A lot of the carbonfibre had come off Verstappen's hobbled machine, but he at least was able to keep circulating. No such luck for Bottas, Perez, Stroll, Leclerc and Norris who were all forced to retire. The latter bringing an end to his unbroken run of 15 consecutive races in the points.

As the mechanics feverishly repaired the cars in the pits during the red flag, the sun emerged and quickly dried the track. As the remaining runners came around to take a standing restart, they discovered they no longer had need for their intermediate tyres. Every car pitted apart from leader Hamilton.

In one of the most bizarre sights in the history of the top-flight of the sport, the Mercedes was the only car on the grid to take up position for the restart. The five red lights went out and Hamilton led away, with the field emerging on their slick tyres from the pitlane. He made his own stop a lap later and fell to last place.

With Ocon leading Vettel, and Verstappen running 11th with Hamilton 14th, the question was how far up the order the two title contenders could get?

Verstappen struggled more with his damaged car, but Hamilton was also finding it tough in traffic. He decided to pit early (lap 20) and ran in free air to make up lost ground. Red Bull reacted to Hamilton's stop and pitted Verstappen next time around. However, the undercut worked and the British driver emerged ahead of his rival. He started to make inroads towards the front and pitted again on lap 48 to have fresh tyres at the end.

In the latter stages Hamilton was running two seconds faster than the leaders as he set off in pursuit of the win.

But his charge was halted by some brilliantly robust defending from fourth-placed Fernando Alonso. Lap after lap, Hamilton would try a different line around Turns 1 and 2 to try and outfox the two-time champion, but each time Alonso doggedly held his position. On lap 65, after 10 laps of great racing, Hamilton was finally past - and quickly grabbed third from Carlos Sainz - but had run out of time to challenge Vettel and Ocon up front. The points gained took Hamilton back into the lead of the championship, after Verstappen could only manage 10th.

On the top step of was an ecstatic Ocon, who had held off constant pressure from Vettel throughout the entirety of the race. Vettel had stopped a lap earlier than the Frenchman, and was stationary one second longer. When Ocon emerged from his own stop a lap later, the pair ran wheel-to-wheel into Turn 1, but Vettel just missed out on making the move stick. Vettel's day got worse when he was disqualified for not having enough fuel in his car to provide a sample for the FIA.

F1 RESULTS

Hungarian Grand Prix
Laps: 70 **Track:** Hungaroring

	DRIVER	TEAM/CAR	TIME
1	Esteban Ocon	Alpine-Renault	2h04m43.199s
DQ	Sebastian Vettel	Aston Martin-Mercedes	+1.859s
2	Lewis Hamilton	Mercedes	+2.736s
3	Carlos Sainz	Ferrari	+15.018s
4	Fernando Alonso	Alpine-Renault	+15.651s
5	Pierre Gasly	AlphaTauri-Honda	+63.614s
6	Yuki Tsunoda	AlphaTauri-Honda	+1m15.803s
7	Nicholas Latifi	Williams-Mercedes	+1m17.910s
8	George Russell	Williams-Mercedes	+1m19.094s
9	Max Verstappen	Red Bull-Honda	+1m20.244s

10 Kimi Raikkonen (Alfa Romeo-Ferrari) -1 lap; 11 Daniel Ricciardo (McLaren-Mercedes) -1 lap; 12 Mick Schumacher (Haas-Ferrari) -1 lap; 13 Antonio Giovinazzi (Alfa Romeo-Ferrari) -1 lap; 14 Nikita Mazepin (Haas-Ferrari) 3 laps/accident; 15 Lando Norris (McLaren-Mercedes) 2 laps/accident; 16 Sergio Perez (Red Bull-Honda) 0 laps/accident; 17 Valtteri Bottas (Mercedes) 0 laps/accident; 18 Charles Leclerc (Ferrari) 0 laps/accident; 19 Lance Stroll (Aston Martin-Mercedes) 0 laps/accident. **Drivers' championship:** 1 Hamilton 195 points; 2 Verstappen 187; 3 Norris 113; 4 Bottas 108; 5 Perez 104; 6 Leclerc 80. **Constructors' championship:** 1 Mercedes 303 points; 2 Red Bull 291; 3 Ferrari 163; 4 McLaren 163; 5 Alpine 77; 6 AlphaTauri 68.

Briton Russell (l) led the race briefly on his way to a points finish

Hamilton in a spin after his push for second place at Hungaroring

Lewis Hamilton was complaining of fatigue and feeling dizzy after his podium in the Hungarian Grand Prix.

The Mercedes driver was seen by the team doctor in the aftermath of the race. Although he suspected it might be dehydration, he said that since contracting Covid-19 at the end of last year that he has struggled with lingering after effects.

"I was a bit blurry on the podium and had something similar after Silverstone, but this was way worse," said Hamilton. "I have been fighting all year with my health after what happened at the end of last year and it is still a battle.

"The training has been different since then and the levels of fatigue you get are different and it's a real challenge."

Hamilton's team-mate Valtteri Bottas was struck with a five-place grid penalty for the next race, the Belgian Grand Prix at Spa, for causing the first-corner accident that involved both Red Bull cars.

Magnanimous Russell finally lands some points for Williams F1

An emotional George Russell praised his Williams team after the Oxfordshire outfit secured a double points finish in the Hungarian Grand Prix.

Russell finished eighth, one place behind his team-mate Nicholas Latifi. The 10 points gained means Williams has leapt to eighth in the constructors' championship.

"I'm quite emotional to be honest," said Russell. "It's been three years of hard work and although we were lucky, we deserve this result and I know how much it means to the team."

Russell nearly led the grand prix in Hungary, as he emerged out ahead of eventual race winner Esteban Ocon at the restart.

He had undertaken a number of cars in the pitlane, but was ordered by the FIA to hand the places back. He later told the team to sacrifice his own race to help get the best result for Latifi and the team.

RACING NEWS

HAMILTON: I ENJOYED THE BATTLE DESPITE STRATEGY BLUNDER

World champion remains calm despite tactical drama at start of the grand prix

Photo: Motorsport Images

Lewis was stuck on wrong tyres

By Matt James

World champion Lewis Hamilton has refused to blame his team for the bizarre situation that meant he was the only driver to take the second start of the Hungarian Grand Prix on the circuit last weekend.

After an aborted first start, which was stopped when Mercedes driver Valtteri Bottas caused a multi-car crash, the machines retook the circuit for the second attempt. All racers were on intermediate tyres and all but Hamilton darted for the pits to swap to slicks. Hamilton started alone on the grid and was forced to pit at the end of lap one and dropped to the tail of the field. He recovered for second place in a chaotic grand prix.

After the race, Hamilton said: "Obviously we all started on the inters and I tried, just through the formation lap, giving the team information. It was dry in all the corners and so I kept telling them: dry, dry, dry and they said to stay out.

"I don't really understand but I'm sure it is… definitely a mistake from us all but we win and lose as a team and we bear the burden of the mistakes together and we just keep fighting. The team did an amazing job with the strategy, with the pitstops and I just had to make it work out there, so it was flat chat for the entire race. I enjoyed it."

Hamilton's main title rival Max Verstappen's Red Bull was damaged in the first start in the multi-car pile-up, and he could only recover to ninth position at the flag. Hamilton now has an eight-point buffer at the head of the standings heading into the summer break. The next race is the Belgian Grand Prix, which takes place on August 29.

OFFICIAL DISMISS REINVESTIGATION OF SILVERSTONE CRASH

Red Bull's attempts to get F1's bosses to reopen the investigation into the clash at Silverstone, which left Max Verstappen in the tyre wall as rival Lewis Hamilton went on to win, has failed.

The Milton Keynes team presented new information for driving officials to investigate at the Hungarian Grand Prix but the stewards determined that there was no "significant new evidence" for them to change the original censure, which was a 10-second penalty for Hamilton.

Red Bull claimed it had new GPS data from the cars and simulations that proved that Hamilton was fully to blame for the crash, which caused Verstappen's car to hit the wall with a 51*g* impact.

Mercedes "welcomed" the decision but called the appeal and the documents submitted "a concerted attempt by the senior management of Red Bull Racing to tarnish the good name and sporting integrity of Lewis Hamilton."

HAUGER ZEROES IN ON F3 TITLE WITH A WIN

Norwegian driver Dennis Hauger has stretched his lead at the head of the FIA F3 standings to a mammoth 63 points after his third victory of the campaign at the Hungaroring last weekend.

The Prema driver finished fifth in the opening two races before winning the much-interrupted third race, which finished behind a safety car. Hauger had earlier overtaken team-mate Arthur Leclerc to cement the victory.

The opening round of the weekend had gone the way of first-time winner, Japanese driver Ayumu Iwasa for the Hitech Grand Prix team, while Matteo Nannini, the nephew of former Formula 1 race winner Alessandro, claimed victory in the second event in Hungary.

Hauger buffer at the top of the table puts him clear of Red Bull-backed driver Jack Doohan, with Brit Oli Caldwell third in the standings.

There are three meetings and nine races remaining on the 2021 schedule.

Hauger pounced for a victory in the third race in Hungary

SAUDI F1 RACE BOSSES WANT A LATER DATE IN 2022

Bosses of Saudi Arabian Grand Prix have urged officials to give them an early slot in the 2022 race roster to boost interest levels in event.

The maiden grand prix is due to take place in the country this year as the penultimate round, one week before the finale in Abu Dhabi. But race promoter Prince Khalid Bin Sultan Al Faisal thinks that an earlier slot on the following year's line-up could help create extra interest in the event.

He said: "For us as a promoter we prefer not to be the last races. Teams can do good really in the first races and then the other races have become not so interesting, as a promoter.

"We wanted to have race in the beginning [of the season] but in the time we had to do the work for the track and prepare the track, we couldn't have a race in 2021 at the beginning of the year. Our decision was to have a race at the end of 2021, or [wait to] have an early race in 2022. Our decision was we wanted the race in 2021."

Formula 2 racers have been forced into big gaps

MORE TWEAKS IN THE PIPELINE FOR F2 AND F3 WEEKENDS

Bosses of the Formula 2 and Formula 3 categories are looking to tweak the format of the calendar once more after complaints over the new roster for this year.

The two F1 support categories have been split this season to mean they alternate at grands prix and no longer run together.

The move was made to cut costs, and the number of races per weekend has been bumped up from two to three to increase the track time.

However, this system is now under the spotlight after complaints about the gap between the races.

Bruno Michel, the head of both series, said: "We will look at all the pros and the cons but it is not an easy decision to make.

"Altogether I would say this new format works very well on the track and I'm quite happy about it, but the question is: 'Does it make real sense in terms of the calendar?'"

Michel did, however, say that the 2021 tweaked format had helped gain extra publicity for the categories.

"Definitely we have massively increased the visibility of Formula 3 with F3 being the only support race with F1 at some events. It is a massive difference," he added. "We have increased the figures for Formula 2 generally speaking, the TV, social media, so all this is very important."

EXCELR8 LOOKS TO ITS OWN BTCC ENGINE PROGRAMME

The Excelr8 Motorsport British Touring Car Championship team will start a research and development programme on its own bespoke Hyundai powerplant for the 2022 season.

The team, which runs four Hyundai i30 N Fastbacks in the category including for race-winner Tom Ingram, currently uses the two-lite turbocharged TOCA BTCC power unit.

However, it is hoped that this new programme, which is being undertaken by Swindon Powertrain, will help the squad maintain its momentum in the category and could lead to increased involvement from Hyundai itself.

Team head Justina Williams said: "The BTCC as a series is one that is constantly evolving and if we want to maintain the progress that we have made so far, we need to look at what we can do to ensure that we continue to challenge at the front of the grid.

"This project is an opportunity to explore the way in which we can continue to grow, and can also maximise our chances of success on track in the new hybrid era [which comes on stream in 2022]."

The Excelr8 team is now looking a fresh engine programme

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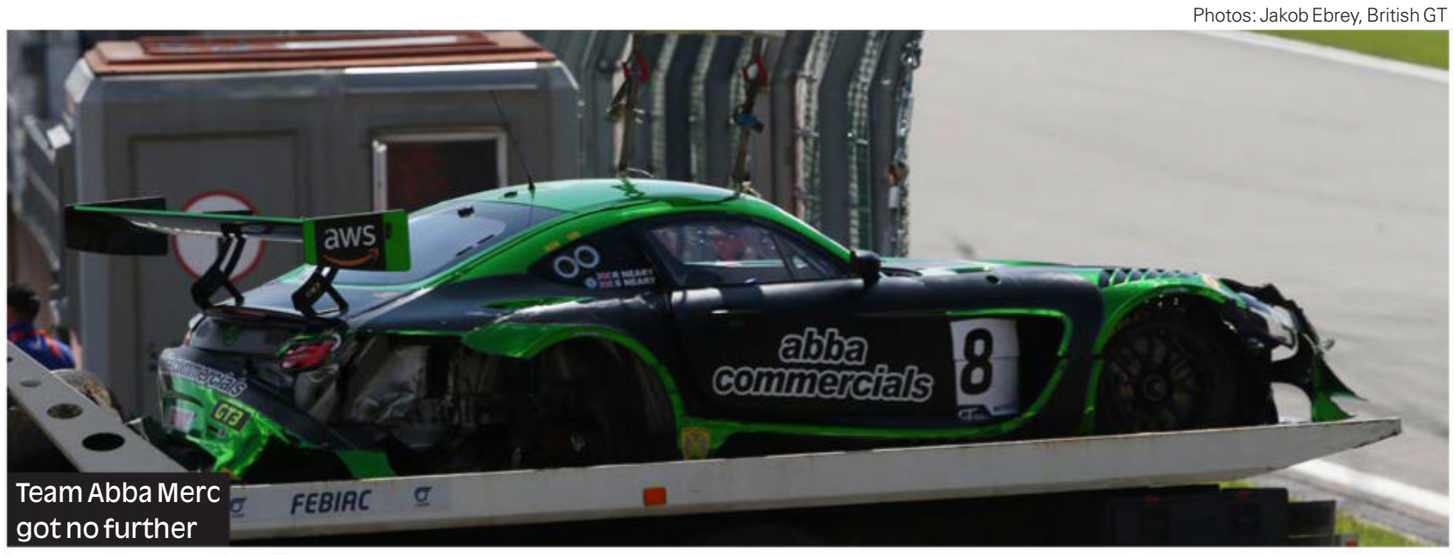
RACING NEWS

Photos: Jakob Ebrey, British GT

Neary Sr says he reacted quickest



Team Abba Merc got no further

NEARY DEFENDS HIS SPA STARTLINE MOVE AFTER SMASH

British GT's Donington Park winner Neary says the Belgian startline incident was explained by a "perfect storm"

By Graham Keilloh

Richard Neary has defended his driving after his Team Abba Mercedes was involved in a multi-car collision at the start of British GT's Spa-Francorchamps round 10 days ago.

In Spa's rolling start, Donington Park winner Neary got the jump on his rivals and, aiming for the gap between the two trains of cars, collided with Ian Loggie's Mercedes. It resulted in three cars, including Neary's, being eliminated while Loggie was severely delayed.

A number of Neary's rivals criticised his driving. Neary however told Motorsport News: "I agree with the officials: they had it down as a racing incident.

"It was a bit of a perfect storm. I've done a lot of rolling starts, and 98% of the time they have a long hold before they turn the lights off. At Spa, we came round the corner and they instantly turned the lights off. Initially no-one other than me noticed, so I dived to the inside – there's a big gap up the middle – and then one by one people reacted at different paces. I think the slowest to react was Leo Machitski, the polesitter. Ian [Loggie, starting third] reacted before him and pulled out to overtake Leo, not considering that I could have been alongside him.

"If we were in the same race start tomorrow I'd do the same and I think so would Ian. Because that is what you do: if the feller in front doesn't move you pull out to overtake him. And if you stop doing that you've stopped being a racing driver."

TF AL HARTHY ENTRY TO MAKE BELATED BRITISH GT BOW AT SNETTERTON

Multiple-champion TF Sport is returning to British GT at Snetterton this weekend with an Ahmad Al Harthy-led Oman Racing Aston Martin entry delayed 17 months by Covid.

Al Harthy, a multiple British GT3 race winner and 2014 championship runner-up, was due to contest 2020's season with Jonny Adam and TF, and ran at the pre-season media day, before the pandemic's disruption scuppered the entry.

For Snetterton's double header, the Omani will be partnered by Charlie Eastwood with whom he won 2019's Spa 24 Hours and GT World Challenge Europe Pro-Am title. Le Mans 2020 GTE Am winner Eastwood raced in British GT with TF at Silverstone and finished fourth alongside Giacomo Petrobelli.

Al Harthy said: "It is a very challenging year still with Covid-19 continuing to cause so many difficulties globally, but I'm very proud to be able to represent Oman in British GT once more and we would love to get some good results at Snetterton."

Boss Tom Ferrier added: "I have no doubt he'll [Al Harthy] be straight on the pace and looking for podium finishes."

Snetterton's entry is further bolstered by G-Cat's Porsche Am-Am pairing Shamus Jennings and Greg Caton who add Norfolk and Donington's season-closer to their British GT part-season.

Al Harthy: belated return

MARSHAL DIES IN BRANDS ACCIDENT

Motorsport News was sad to learn that a marshal died in an accident last Saturday at the British Automobile Racing Club's Brands Hatch meeting.

Early in the Classic Touring Car Racing Club's Pre '93 & Pre '03 Touring Car race two cars made contact on the start-finish straight. One hit the barrier on the outside, becoming airborne then colliding with a marshals' post.

BARC that evening stated it was "saddened to confirm that as a result of [the] accident a volunteer marshal tragically lost their life. The rest of the day's racing activity was cancelled.

"As with any major incident, the BARC is now working with the national governing body, Motorsport UK, and the local police.

"We are devastated by the loss of one of the amazing volunteer marshal community who do so much to enable the sport to take place. Our thoughts and best wishes are with the family and friends of all those involved."

MN understands the involved driver was taken to hospital with a broken leg.

The meeting reconvened on Sunday with a startline tribute involving marshals, officials and competitors.

Tributes were also made throughout the motorsport community, and W Series driver Alice Powell has started an online fundraiser to raise £10,000 for the affected families at: justgiving.com/crowdfunding/forourmarshal.

NO TITLE THOUGHTS FOR BRDC BRITISH F3 LEADER O'SULLIVAN

BRDC British Formula 3 championship leader Zak O'Sullivan has told Motorsport News he is not thinking about winning this year's title despite establishing a sizeable points cushion over second place.

At the Spa-Francorchamps round 10 days ago the Carlin racer stretched his lead over Hitech's Reece Ushijima in second to 78 points – more than two race wins – as the eight-meeting championship hit its halfway point.

The 16-year-old from Cheltenham graduated to F3 this season after finishing narrow runner-up in British F4 with Carlin last year. So far in 2021 he has taken three wins and has finished on the podium in all non-reversed-grid races.

On the subject of his F3 title prospects, O'Sullivan told MN: "To be honest I haven't really looked at it that much, I'll keep on doing my thing – [that] is the case no matter whether you're winning the championship or what you're fighting for – and see where we end up really. I work without expectation or hope."

Rising star O'Sullivan insists he's not looking at the F3 title scenario

Multiple champ Adam to return

ADAM AIMS FOR RETURN AT SNETTERTON AFTER CONTRACTING COVID-19

Four-time British GT champion Jonny Adam is set to return to action at this weekend's Snetterton round after contracting Covid-19 prior to the Spa-Francorchamps meeting late last month.

Beechdean Aston Martin pilot Adam missed the Spa round due to testing positive for the virus, and also missed last weekend's Spa 24-Hour event in which he was set to compete in Garage 59's Pro-Am Aston. His place in that line-up was taken by Marvin Kirchhofer.

Prior to missing the two Spa events Adam was top of GT World Challenge Europe's Pro-Am table and joint top of British GT's table.

Adam confirmed to Motorsport News last week that he is feeling much better and intends to return to British GT action in Norfolk this weekend.

Missing Spa has in effect ruled Adam out of the fight for his fifth British GT championship this year as his driving partner Andrew Howard scored in Spa, finishing fourth alongside Adam's replacement Ross Gunn.

RACING NEWS

ESPORTS CHAMPION LEIGH RETURNING TO FORMULA FORD TRACK WITH KMR

Ferrari's F1 eSports star will be back in a real-life Kevin Mills Racing Spectrum Formula Ford 1600 next week ahead of a potential 2022 racing return

Photos: Rachel Bourne, Motorsport Images, Porsche GB

Leigh getting more FF1600

By Graham Keilloh

Two-time Formula 1 eSports champion Brendon Leigh is returning to a real-life race car next week in a Formula Ford 1600 test ahead of a possible 2022 racing return.

Leigh will complete a test at Snetterton with Kevin Mills Racing then one at Brands Hatch the following week.

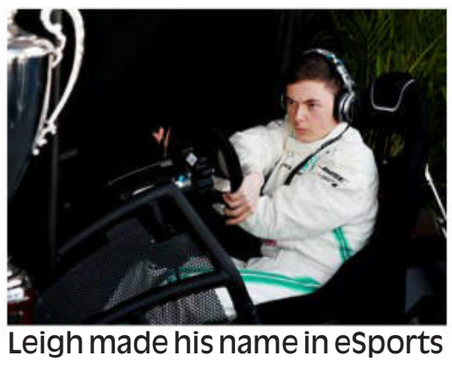
Leigh made his single-seater racing debut with Kevin Mills in early-2019 National FF1600 and Castle Combe appearances, showing promising pace.

Mills told Motorsport News: "He wants to get back in a real car, if you like. He showed last time, with very little testing, he was fast all the time but just needed probably a little bit more mileage and it was all a bit of a rush.

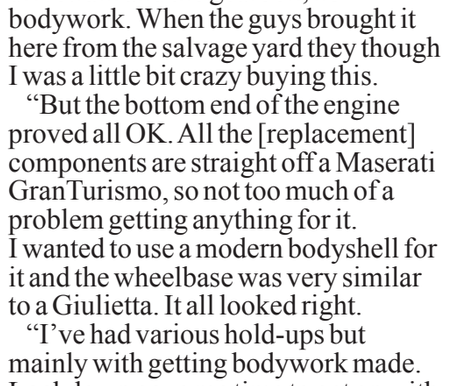
"He's got all the skills there, no doubt about it. [With] more laps early on I think he would have been winning races no trouble at all. He's blindingly fast.

"He follows the team, he always messages us after a weekend, he's stayed part of the KMR family.

"He's looking I think to race next year. [The tests are] more about getting in a car and showing it to some potential sponsors. If we can get a couple of tests in now maybe he'll come back later in the year, do a bit more then with a view to running him next year, that's what we'd hope to do."



Leigh made his name in eSports



Evans' impressive Giulietta

ALFA CHAMP EVANS GIVES 8C-POWERED GIULIETTA LONG-AWAITED DEBUT

Multiple Alfa Romeo champion Roger Evans' Giulietta mated with a 450bhp engine from the rare 8C Competizione made its long-awaited race debut recently at Croft after several years' preparation.

Revs Italia boss Evans raced the machine, powered by a Ferrari and Maserati-derived engine, in the 750 Motor Club Alfa championship's invitation class, taking a third-place finish.

Evans told Motorsport News: "It's probably [taken] longer than six years. It started with looking on eBay and I found an 8C chassis, apparently it had been in a private collection and the lot had gone up in flames.

"All it was was an engine, the drivetrain and the gearbox, no bodywork. When the guys brought it here from the salvage yard they though I was a little bit crazy buying this.

"But the bottom end of the engine proved all OK. All the [replacement] components are straight off a Maserati GranTurismo, so not too much of a problem getting anything for it. I wanted to use a modern bodyshell for it and the wheelbase was very similar to a Giulietta. It all looked right.

"I've had various hold-ups but mainly with getting bodywork made. Lockdown gave me time to get on with it. How it felt on the track was just like nothing I'd ever driven before."

Billinton is again spearheading prize money race at Combe

COMBE £1000 PRIZE RACE RETURNING IN SEPTEMBER

The special Castle Combe GT Challenge £1000 prize race is returning this September for its third running at the Wiltshire track.

The prize race is an initiative of regular Combe GT championship competitor Jordan Billinton through his ME7 company, and once again the race's victor will receive an £1000 cheque while all other class winners get £200.

The event will take place at the track's Grand Finals meeting on September 18 and is a standalone 45-minute race for one or two drivers preceded by a 30-minute qualifying session. The classes cover GT3, GT4, turbo and supercharged, 2000cc to 3000cc, over 3000cc and Bernie's V8s.

Billinton is loyal supporter of Combe's racing club and circuit and competes in the long-standing GT contest in a Reiter-prepared five-litre Lamborghini Gallardo GT3.

He told MN last year about the prize: "I'm wanting to give back to the sport and do a little promotion, help the circuit, bring new people into the sport, particularly young people. I think it's vital because I see people retiring and not coming back. I see that as important because I had a lot of help at the start [of my racing], people doing things for free for me and giving their time."

PORSCHE LAUNCHES LATEST YOUNG DRIVER SEARCH

Porsche Carrera Cup GB has begun its search for the next talented young driver to get the coveted Porsche GB Junior role for 2022 and '23.

The Porsche GB Junior Programme was established in 2008 and its support includes £85,000 per annum towards a Carrera Cup GB racing budget, access to technical, media and fitness support, and facilitating entry into the Porsche Motorsport Pyramid.

Former Porsche GB Juniors include Carrera Cup champions Dan Harper and Charlie Eastwood while reigning champion Harry King is the 2020-'21 incumbent.

Twenty-year-old King said: "The last two years have felt like being part of a very special motorsport family, I've learned so much and developed both in and out of the car. I would urge anyone considering entering to do so – there's nothing to lose and everything to gain."

Applications are open now for those aged between 17 and 22 as of February 1 2022, and the deadline is September 5.

The selection includes initial interviews then shortlisted applicants proceed to a three-part assessment at the Porsche Experience Centre and on the Silverstone circuit.

Carrera Cup GB has started its search for rising star to follow King

Corsa-e to be used in tests

FORMULA WOMAN GOES ELECTRIC WITH VAUXHALL CORSA-E

Formula Woman will use the electric Corsa-e in its assessments later this year to find the next female racing star with Vauxhall supplying six examples of the car.

Formula Woman returns this year as an assessment competition having in 2004 made its bow as a race championship.

The on-track assessments for its 2021 return will take place in September to November at various UK circuits including Anglesey, Knockhill and Bedford Autodrome. A 2022 GT Cup drive in McLaren Customer Racing 570S GT4s is on offer to six winners.

Formula Woman founder Graeme Glew said: "[Using the] Corsa-e for our driver assessments makes a lot of sense. [It] is sure to create a pleasant surprise in terms of handling and performance."

The contest added that it has had applications from India, Canada, America and Australia.

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RALLY NEWS

Photos: mcklein-imagedatabase.com

Esapekka Lappi in line for a 2022 seat

Breen's top flight future might mean a move away from Hyundai

LINE-UP FOR WRC 2022 NEARS COMPLETION

Breen and Lappi hold the key to the driver market

By Graham Lister

The 2022 World Rally Championship driver line-up is expected to be clearer when the Ypres Rally takes place next week with Craig Breen and Esapekka Lappi strongly linked to M-Sport and Toyota respectively.

One source told Motorsport News that October's Rally Finland will be Breen's last in the WRC as a factory Hyundai driver, while Lappi is set to take up a job share offer with Sebastien Ogier before going full time with the make again from 2023.

Lappi left Toyota – for whom he scored his first and only WRC victory in Finland in 2017 – for Citroen ahead of the 2019 season only for the French make to withdraw at the end of that campaign.

European champion Lappi has held talks with Toyota team chief Jari-Matti Latvala, who is understood to rate his compatriot highly after they were team-mates at the Japanese manufacturer for two seasons.

MN's source revealed that, "Sebastien will do Monte Carlo but there is no interest to do a full season, just the events where he feels he has some control of the result, so not the gravel rallies basically. Lappi will come back to Toyota, this is clear".

Meanwhile, M-Sport boss Malcolm Wilson is a Breen fan and the Irishman would be good fit for the British squad. He has solid links to the team from his early career and has considerable experience as a development driver, which will be an asset as M-Sport hones its all-new Ford Puma Rally1 challenger. His salary demands are also likely to fall within the Cumbria firm's tight wage structure.

Where Breen's arrival would leave Teemu Suninen is unclear. The Finn has struggled for form this season and has been relegated to M-Sport's WRC2 line-up in Ypres with Frenchman Adrien Fourmaux again linking up with Briton Gus Greensmith in M-Sport's World Rally Car attack.

With Lappi set for a Toyota future and Breen expected to join M-Sport, it's likely that Dani Sordo and Oliver Solberg will share the third Hyundai factory Rally1 entry, albeit with Solberg tackling seven events to Sordo's expected six-round schedule according to sources. Thierry Neuville and Ott Tanak signed long-term Hyundai deals earlier this season.

MN was unable to contact Breen or Lappi for comment ahead of its print deadline.

WRC 2022 POSSIBLE LINE-UP

Hyundai
- Thierry Neuville (BEL)
- Ott Tanak (EST)
- Oliver Solberg (SWE)/ Dani Sordo (ESP)

M-Sport Ford
- Craig Breen (IRL)
- Adrien Fourmaux (FRA)
- Gus Greensmith (GBR)

Toyota
- Elfyn Evans (GBR)
- Esapekka Lappi (FIN)/ Sebastien Ogier (FRA)
- Kalle Rovanpera (FIN)
- Takamoto Katsuta (JPN)*

**Development driver, won't be nominated for makes' points*

Katsuta remains at Toyota

CROATIA SET FOR MAJOR REVAMP OF WRC ROUTE FOR ITS 2022 EDITION

The Croatia Rally, which is expected to rival Rally Northern Ireland for one of the four remaining 2022 WRC calendar slots, has plans in place for a route overhaul.

A World Rally Championship newcomer in April, the event was widely praised, as was its compact route around host city Zagreb.

However, event boss Daniel Saskin revealed that a middle leg closer the Adriatic Coast was an option for next season.

"We have many options, many ideas also," Saskin said. "In fact, we have prepared 45 different stages that we can use and they are all very challenging. We have an idea to move Saturday's leg closer to the coast because we had too many people in one place this year and that's a concern. There are mountain stages 140km from Zagreb where you can see the sea, like the Sierra Nevada in Spain. We have more things we would like to show the world."

The event bosses want to show of Croatia's appeal

Saskin also confirmed sticking to an April date would be preferable. "With the tourism board and the minister of tourism we agreed a late April date is perfect for us," he said. "It's a slot that Corsica used to have and we are very happy with this date because it's before the high tourism season and it's a fantastic and very cost-effective advertisement for the government. This rally is a really good thing for the country."

Meanwhile, New Zealand's bid to secure a 2022 slot have been stepped up with confirmation of the second running of the Battle of Jack's Ridge on November 13-14. The single-venue demonstration event located a 20-minute drive from Auckland is the work of the Rally New Zealand organising team, which had been working on a WRC return in September 2020 only for the Covid-19 pandemic to force its cancellation.

WILLIAMS GETS DREAM OPPORTUNITY WITH TOYOTA

Northern Irish co-driver Keaton Williams has been called up to Toyota's Ypres Rally line-up, replacing Daniel Barritt alongside Takamoto Katsuta.

Barritt injured his back on a heavy landing on Rally Estonia last month to the extent he and Katsuta were forced to retire from third place after four stages.

Although the Lancastrian is recovering well, it's understood he's not fit enough to contest the asphalt event.

Williams, who usually partners Motorsport Ireland Rally Academy driver Josh McErlean in a Hyundai i20 R5, has Ypres experience – gathered from a 2019 when the British championship headlined the Belgian event. He has yet to compete in a World Rally Car before although he has co-driven Katsuta at selected tests this season.

With Williams unavailable, McErlean has recruited Callum Devine's regular navigator James Fulton for his WRC3 return, which follows a crash on the recent European championship-counting Rally di Roma Capitale. "I'm eager to build the relationship with James in the car," said McErlean.

Williams will get his chance to call notes for Katsuta

Ogier: prep without Ingrassia

OGIER GETS READY FOR YPRES RALLY ON HIS OWN

World championship leader Sebastien Ogier prepared for next week's Ypres Rally without regular co-driver Julien Ingrassia by his side.

Ingrassia missed Ogier's pre-Ypres test in Belgium last week, leaving Benjamin Veillas to take over co-driving duties in Ogier's Toyota Yaris WRC test car.

Veillas forms part of Ogier's gravel note crew on asphalt rounds along with Simon Jean-Joseph and has accompanied Ogier during tests in the past, particularly ahead of asphalt events. However, Ingrassia is confirmed as Ogier's Ypres event co-driver.

Ogier's team-mates Elfyn Evans and Kalle Rovanpera also took part in Toyota's Ypres test with Belgium gearing up to host the WRC for the first time from August 12-15.

RALLY NEWS

ARAI ENJOYS RALLY RUN AFTER ACCIDENT

Hiroki Arai, son of former Subaru Production Car Word Rally Championship legend Toshi Arai, said he feared he might never drive again after starting his first rally since a crash on Croatia's round of the WRC in April left him with a broken back.

The 27-year-old from Japan, who grew up in England, spent three months in hospital following the accident but returned to the cockpit on Rally di Roma Capitale, Italy's round of the European championship, last month.

Competing in a Yokohama-shod Ford Fiesta Rally2 run by Manfred Stohl's STARD organisation, Arai was in the top 30 among the RC2 class contenders but was forced to retire on the final morning due to a worsening engine issue.

"After three months in a hospital going straight into this extremely hot rally was hard for my physical condition," Arai said. "I took it a little bit careful at the start and I was a bit stiff because I couldn't do any stretching for quite a long time."

Arai is unsure when his next event will be, but an outing on the ERC-counting Rally Zlin later this month is in the planning.

NEW HYUNDAI RALLY2 CAR MAKES ITS DEBUT

Hyundai's all-new Rally2 i20 will make its competition debut on the Ypres Rally – but in the hands of two drivers with no experience of the specialist Tarmac event.

Jari Huttunen and Oliver Solberg have been called up to drive a pair of i20 N Rally2s under the Hyundai Motorsport N banner. They will be eligible for WRC2 points. The i20 N Rally2 replaces the i20 R5 and has undergone extensive development, notably in the hands of Irishman Craig Breen.

Breen is competing in Ypres in an i20 Coupe WRC, having won the event when it last took place in 2019.

MONTE CARLO START IN 2022 TO KICK OFF THE NEW HYBRID ERA

Season opener will return to its traditional home in the heart of the principality

Photos: mcklein-imagedatabase.com

WRC stars will return to Monaco

By Graham Lister

The Monte Carlo Rally will be based in the principality for first time since 2006 when it opens next season's World championship as the first event of the hybrid-based Rally1 era.

After spells in Valence and, from 2014, Gap, the Monte is returning to Monaco with a route that is expected to be "95 per cent" different to last January's edition, according to the rally organisers, the Automobile Club of Monaco.

The move south away from Sebastien Ogier's hometown is part of the event's 90th anniversary celebrations and will mean a return to night stages on Col de Turini. The opening leg on January 20 is set to include two after-dark tests on the legendary roads above Monaco, Luceram-Lantosque and La Bollene-Vesubie-Moulinet.

Friday's leg is planned as a monster 73-miler in the northern Alpes-Martitimes with Saturday's action taking place within the Alpes-de-Haute-Provence.

Both days will include tyre-change zones in Puget-Theniers and Digne-les-Bains respectively but there will be no midday service.

The closing leg on Sunday January 23 covers 42 timed miles with the powerstage planned for 1218hrs local time prior to the finish on Monaco's renovated Casino Square, which will also host the start on the Thursday evening.

DEVINE BUOYED BY LATE SPEED ON ROME ERC OUTING

Callum Devine said his speed on the final day of Rally di Roma Capitale last month helped to make up for his leg-one puncture.

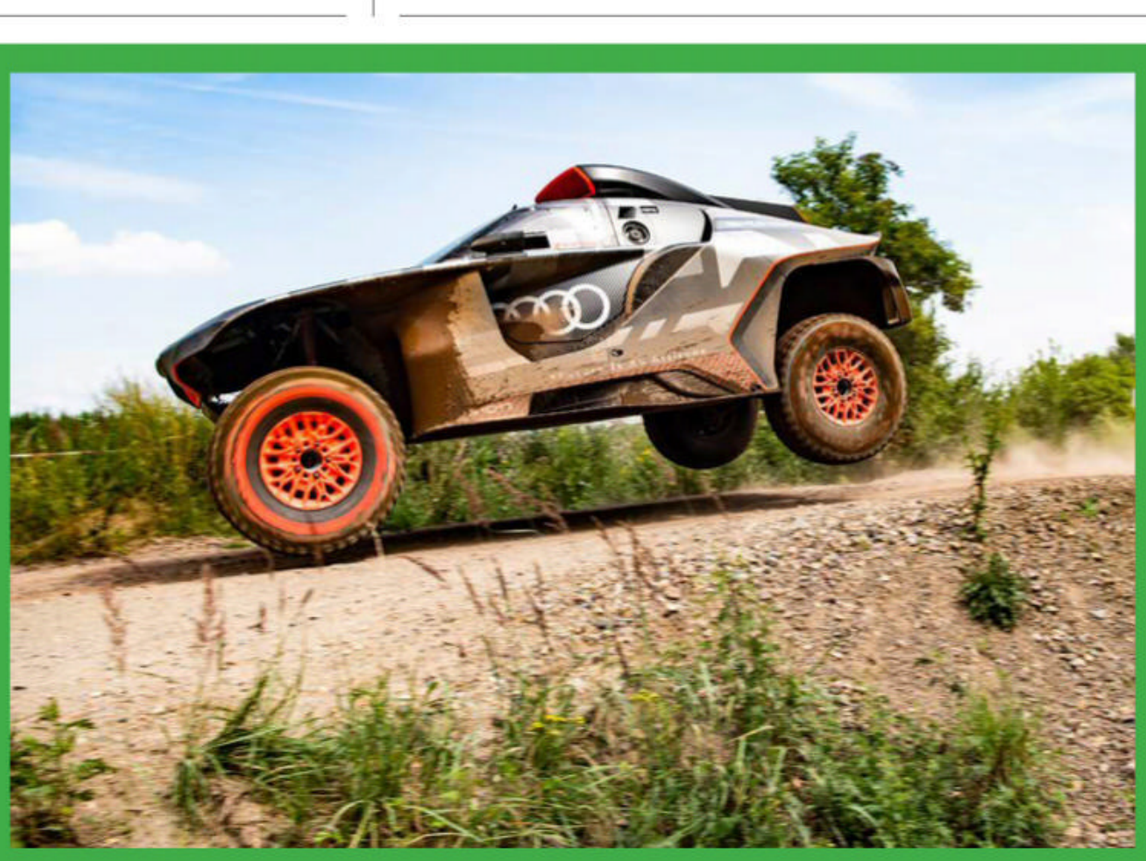
Devine finished 22nd among the European Rally Championship-registered crews on what was his first outing on asphalt in his Motorsport Ireland Rally Academy-backed Ford Fiesta Rally2.

The highlight of his second appearance in Rome was his third-fastest stage time on the final afternoon of the event.

"The pace has been pretty crazy but we were happy we could keep improving ourselves and get a lot closer to the guys in the front," said Devine. "After the puncture there was nothing really else for it so we were happy to get through it.

"Without the puncture we could have been on the outskirts of the top 10 maybe, but it's hard to know because it was hard to get motivated after the puncture. But we were learning all the time and that was the game on the final day."

Devine got his mojo back after a puncture early on



DAKAR AUDI BREAKS COVER

This is the Audi RS Q e-tron, which is set to contest the 2022 Dakar in Saudi Arabia. Described by the German firm as an "innovative prototype", the RS Q e-tron combines an electric drivetrain with the TFSI DTM engine. Audi has signed Mattias Ekstrom, Stephane Peterhansel and Carlos Sainz for its Dakar debut

CO-DRIVER FLOENE ENDS LINKS WITH MIKKELSEN

Ola Floene called time on his long-standing partnership with Andreas Mikkelsen by guiding him to within a point of the lead of the European Rally Championship in Italy last month.

Mikkelsen and Floene first worked together on the Quinton Stages Rally in July 2006, which took place shortly after Mikkelsen turned 17. Although Mikkelsen has worked with Mikko Markkula and Anders Jaeger for periods since then, Floene has been a permanent fixture this season.

But the 52-year-old Norwegian is switching to cross-country events full time with Rally di Roma Capitale his last event with Mikkelsen.

Mikkelsen praised Floene on Facebook: "I am sure you will do amazing in your rally road programme and thank you for your great work, emotions and history we have shared together side by side since 2006."

Floene will now get his thrills in cross country events

Their final event together in Rome wasn't the celebration they'd hoped for after Mikkelsen struggled for form on the back of a short test and limited recent Tarmac experience in his Skoda Fabia Rally2 Evo.

They eventually finished eighth on what was their event debut after overcoming a fifth-gear spin on the final stage.

Mikkelsen's next ERC outing is Rally Zlin from August 27-29 followed by the WRC-counting Acropolis Rally from September 9-12.

Dani Sordo will also have a new co-driver for the Greek event after calling up Candido Carrera to replace Borja Rozada.

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RALLY NEWS

Not enough juniors in cup

BTRDA SHELVES JUNIOR R2 CUP

The BTRDA Junior R2 1600 Cup has been shelved for 2021 after a discussion between various stakeholders as the series has failed to attract a sufficient number of competitors.

Launched at the beginning of this year, the championship aimed to cater for drivers aged under 25 in the original, naturally aspirated R2 cars with prize money offered after each round and a test in a Fiesta R5 for the champion.

However, a minimum of five competitors was required to make the series viable, and the uptake has fallen short of that mark on both of the qualifying rounds held to date: the Nicky Grist Stages and the Scottish Rally.

The disappointing response to the BTRDA's initiative has prompted series stakeholders – including Tony Simpson, David Williams and Callum Black – to reassess their approach to the rest of 2021.

"We're all disappointed with the uptake," said a group statement supplied to MN. "The minimum number of competitors hasn't been met and doesn't look likely to be met, so we've taken the difficult to decision to shelve the idea for 2021 but we may look at how we can adapt things in the future.

"We're a third of the way into the season and with the significant gap between now and the Woodpecker, we think now is the time to make people aware that we have to pause it due to the poor uptake.

"We can't quite get to the bottom of why that is, whether it

BRC GRAMPIAN FOREST RALLY TO RUN BEHIND CLOSED DOORS DUE TO COVID

Organisers make plea for fans to keep away in order to safeguard future forest events

Photos: Kevin Money, Chicane Media, Jakob Ebrey

Rally fans asked to stay home

By Nick Garton

The Grampian Forest Rally will be held without spectators permitted on the stages or in the service park, in accordance with the latest government guidelines to tackle Covid-19.

More than 120 crews have registered to take part in the August 14 event, based in Crathes near Banchory in Aberdeenshire, as a round of both the Scottish Rally Championship and British Rally Championship calendars.

Event spokesperson Gordon Ritchie, stated: "Scotland has moved to Level 0 restrictions and the next Scottish Government announcement is expected on August 2 to possibly come into effect on August 9, just five days before the rally.

"We need to take into account the rules and guidance issued by the Scottish Government, the protocols agreed between Holyrood and Motorsport UK, the requirements of the various landowners, in particular Forestry and Land Scotland and the views of the local authority.

"In light of all this, the Grampian Forest Rally organisers have made the difficult decision to give early notice that the rally this year is confirmed as 'non-spectator'."

UK motorsport has had an air of normality around it through July, although the majority of their tickets were sold for the cancelled 2020 events and attendance was only possible through stringent adherence to Covid Track & Trace protocols.

"None of this can apply to spectators at a forest stage rally," Ritchie added.

"We understand that this will be a disappointment to many. However, in the interests of the sport, we do ask that you act responsibly, stay well clear of the forests over the rally weekend and do not make travel arrangements into the area.

"Please also stay clear of the service park which due to infection control requirements will be off-limits."

WILLIAMS TO RUN DESCRIPTIVE NOTES

The Grampian Forest Rally has been added to former Junior WRC contender Tom Williams' 2021 programme as he looks to gain experience of competing with descriptive pacenotes.

Ford Fiesta Rally2 driver Williams reverted from the more traditional numbers system on the M-Sport Stages last month and has told MN he "absorbed the information quite well".

However, he's keen to try the system on a multi-venue event with a proper recce, so he will therefore score British Rally Championship points next week too in order to be able to recce.

"It's a good rally and the stages are very good from what I've heard and what I've seen, and it's got a recce – that's the biggest thing," Williams said.

"My biggest thing now is to get my pacenotes back up to speed with the Rally2. I don't want to go to Europe and do a big event while my notes aren't quite up to scratch yet. We just want to keep on progressing that."

Williams began this season with an outing on the Monte Carlo Rally co-driven by Italian Giorgia Ascalone before partnering with Jamie Edwards on the M-Sport Stages. The Grampian Forest Rally will be his third outing in the Fiesta Rally2 this season, and Williams admitted that the yardsticks on offer at the event had proven decisive to making his entry, saying: "It's a very good reference point as all the guys there are the guys I've been doing bits and pieces with over the last few years. It'll be good to see where everyone is [compared to us] when we go into a stage and all you've got to do is listen and not learn the stages."

Josh Davison, regular co-driver to Ashley Field in an Opel Adam R2, will partner Williams for his outing on the Grampian.

Williams to take a trial run at using descriptive pacenotes

It's on! Circuit of Ireland is to return in April 2022

CIRCUIT OF IRELAND PLANS CONFIRMED FOR APRIL 2022

Organisers of next year's Circuit of Ireland Rally have a contingency plan that will ensure the Tarmac classic goes ahead on the weekend of April 15-16 even if public health restrictions remain in place.

Despite the rally being the best part of nine months away, bosses have announced that they already have a title sponsor in place and a competitive route for the rally now also set in stone.

"There is a plan in place to run in the event, even if there is still some form of lockdown at that time," said event director Graeme Stewart, "but fingers crossed that will not be the case. What form the rally takes will depend on Plan A or B but, either way, it will run over two days and be competitor friendly."

This year's Circuit of Ireland Rally had been due to host round one of the British Rally Championship, but was cancelled early due to ongoing coronavirus restrictions and stubbornly high infection rates.

Despite the ongoing disruption in 2021, Stewart remains bullish about the prospect of Ireland's closed-road classic event being ready to return to the series next year.

"I am very hopeful at this stage," he told MN. "Even if there are restrictions in place, we could still run a very successful two-day event and the hope is that we will be a round of the British Rally Championship as well as the Irish Tarmac Championship."

Like the Circuit of Ireland Rally, the Irish Tarmac series has also not taken place this year in deference to Covid measures.

PEARSON'S SKODA SUCCESS BRINGS A CHANGE OF FOCUS

Garry Pearson's maximum BTRDA points on the recent Scottish Rally has meant that title is "creeping up" in his 2021 plans, which originally hinged around his British Rally Championship National title bid.

Pearson has entered BRC National, BTRDA and the Scottish Rally Championship this season but success elsewhere has shifted focus away from the SRC.

Looking ahead to next weekend's Grampian Forest Rally – a round of both BRC and SRC – Pearson told MN: "I want to win the BRC National if I can and get some good points for that. It's really weird because usually my sole focus is SRC but Jock [Armstrong]'s had two seconds, I've only had a third, David [Bogie]'s now had a win and Freddie [Milne]'s obviously had a win so it is all to play for.

"[But] the focus it has to be said is more towards the British championship National and the BTRDA is maybe a secondary thought, it's certainly creeping up in our plans."

Pearson is currently second in BTRDA, three points behind Elliot Payne, and fifth in BRC National despite missing the opening round. Pearson drove a Mitsubishi E9 on his first round of both those championships but will stick with a Skoda Fabia R5 for the Grampian which he got his first taste of on the Scottish Rally.

"It felt very pleasant," Pearson said of the Skoda. "The first couple of miles was definitely a different experience but after that we just drove the car like it was a car and it was great, really enjoyed it."

Pearson's life as a Skoda driver has shifted his aims in 2021

RALLY NEWS

SLOWLY SIDEWAYS AT SILVERSTONE

The Classic, Silverstone may be most immediately associated with circuit racing of every flavour but rallying also proved to be a highlight of the event in 2021 in its Covid-delayed 30th-anniversary running.

Slowly Sideways brought a variety of historic rally machinery ranging from a Group N Skoda Favorit to a Group 4 Ford Escort RS1800, holding live action demonstrations on the disused straight leading to Bridge corner on the old Grand Prix circuit throughout the running of the three-day event.

Such crowd-pleasing antics did not go unnoticed and as a result the group was awarded the 'Scarf & Goggles' trophy, for the best off-track spectator attraction.

McLAUGHLIN FACES STERN COMPETITION

Return of Dogleap Stages has 2019 winner challenged by ex-works Fiesta WRC

Photos: Kevin Money

McLaughlin must be on his mettle

By Jason Craig

Aaron McLaughlin faces stiff opposition in his bid to claim back-to-back Dogleap Stages triumphs when the event returns to Shackleton on Saturday after a one-year hiatus due to Covid-19.

McLaughlin is the top seed for the event which, for the first time in 10 years, offers points in the Northern Ireland Rally Championship.

He will use the same Ford Fiesta R5 that carried him to victory in 2019, with competition coming from a whole host of quick drivers including early series leader Jonny Greer, Desi Henry, current champion Stephen Wright and Josh Moffett.

McLaughlin told MN: "Technology has advanced very quickly... but we'll be doing our best to compete with them and hopefully hold them off for the win."

One driver changing his car is eight-time title winner, Derek McGarrity. He told MN: "I'm going to be using a Ford Fiesta WRC, it's an ex-works car that was used by Mads Ostberg and Petter Solberg on the World championship back in 2012.

"It's certainly more competitive than the Ford Focus World Rally Car I used at Bishopscourt."

RALLY ROUND-UP

TARGA GLORY FOR DAVIES AND CROZIER

Ethan Davies/Richard Crozier won the De Lacy Motor Club Targa Rally after leading the event from the seventh of the day's 18 tests.

The clubman-status event attracted a capacity entry. Crews faced 25 miles of tests on the mixed surfaces of the Catterick Ranges.

The eventual winners had got off to a bad start after hitting two cones on the opening test, picking up 20 additional seconds of penalties. This was a major disadvantage as seven of their fastest rivals beat the test bogey to share the lead.

However, the Welsh-Scottish pairing recovered by taking fastest time on Test 2 and moved into second place, five seconds behind Clive Baty/Henry Carr. The latter crew fell to seventh after Test 3 as they picked up a cone fault.

The rest of the rally developed into a battle between Davies/Crozier and Mick Valentine/John Thornley. The two crews were evenly matched but Davies/Crozier sealed their win by being 52s quicker than anyone else on Test 7; they stopped the clock at 1m36s, while Valentine/Thorley were on 2m28s. The margin between the two crews at the finish was 23s.

The husband-and-wife team of Ali Procter/Lynsey Procter took third place; they held that position from Test 8 to the end.

Ian Mills

Results

De Lacey Motor Club Targa
Organiser: De Lacy Motor Club **When:** July 25 **Where:** Catterick Ranges **Championships:** None **Route:** 18 tests **Starters:** 59.
1 Ethan Davies/Richard Crozier (Ford Puma) 49m48s; 2 Mick Valentine/John Thornley (Ford Escort) +23s; 3 Ali Procter/Lynsey Procter (Peugeot 205 GTi); 4 Sam Collis/Nick Carr (BMW 318Ti); 5 Richard Hunter/Gary Evans (Escort); 6 Luke Tait/Josh Davison (Escort); 7 Chris Walker/Alex Guest (Vauxhall Astra); 8 Chris Dodds/Pete Gibson (Proton Satria); 9 Adrian White/Jamie White (318Ti); 10 Robin Eyre-Maunsell/Peter Scott (Toyota MR2).
Class Winners: ME: Collis/Carr; MN: Walker/Guest; HE: Procter/Procter.

CAR TRIAL REPORT BY DUNCAN STEPHENS JULY 25

LOCAL HERO COLMAN BEATS NATION'S BEST IN FILTRATE CAR TRIAL

Local driver Brian Colman won the national Filtrate Car Trial on the event's return to the British championship.

Colman led British champion Mark Hoppe throughout the single-day event, although the duo were so closely matched that they finished just three points apart.

Colman drove superbly on his local site to resist the pressure on a dry dusty day.

Trevor Moffatt also had a day-long battle with Rupert North in the new-car class, with North initially leading but Moffatt regained the lead until the final round.

Eventually, a clipped post put paid to Moffatt's challenge and enabled North to win the class as well as claiming the British championship bonus point.

Hoppe completed the overall podium ahead of Moffatt whose run-in with the post was compounded by a car that kept jumping out of gear.

Simon Harris had a fantastic first round to take the initiative in the front-wheel-drive class from Neil Mackay, the pair holding first and second in their category throughout the day.

Chris Morison won a hard-fought victory in the specials class in his Toyota Yaris-engined Liege in seventh overall, ahead of Barrie Parker's Reliant Robin-engined version.

Jon Turner finished in ninth overall and third in the ultra-competitive new car class, ahead of expert autotester David Mosey, who was sharing the car with his 14-year-old son Joseph.

Results

Filtrate Car Trial
Organiser: Ilkley & District Motor Club **When:** July 25 **Where:** Bolton Abbey, Skipton **Starters:** 23.
1 Brian Colman (Dutton Phaeton) 50%; 2 Rupert North (Suzuki Alto) 57%; 3 Mark Hoppe (Dutton Melos); 4 Trevor Moffatt (Vauxhall Corsa); 5 Simon Harris (VW Golf GTI); 6 Neil Mackay (Suzuki Ignis); 7 Chris Morison (Liege); 8 Barrie Parker (Liege); 9 Jon Turner (Ford Fiesta); 10 David Mosey (Vauxhall Corsa).

CAR TRIAL REPORT BY DUNCAN STEPHENS JULY 24

MOFFATT DECIMATES CLASS ON HAWPIKE'S NATIONAL TRIAL DEBUT

Airdale and Pennine Motor Club's Hawpike Car Trial joined the national championship for the first time under the guidance of British champion Rupert North. Reigning champion Trevor Moffatt decimated his class to win overall and he became the seventh winner of the year.

From the first to the last hill, Moffatt trickled his way to an emphatic class win over fellow Vauxhall Corsa-mounted 2019 National champion Henry Kitching, who finished in fourth place overall.

Mark Hoppe was fifth in class after the first round but battled back to win the rear-wheel-drive class with second overall, from local Dutton Phaeton mounted Brian Colman.

Initially Barrie Parker cleaned the first eight hills, but a catastrophic afternoon meant he fell down the order to fourth in class and 15th overall.

In the front-wheel-drive class, Neil Mackay took his first class win in his Suzuki Ignis beating veteran Simon Harris who was struggling with the Yorkshire grass by eight points to finish fifth and sixth overall.

Results

Hawpike Car Trial
Organiser: Airdale and Pennine MC **When:** July 24 **Where:** Hawpike, Skipton **Starters:** 21
1 Trevor Moffatt (Vauxhall Corsa) 26%; 2 Mark Hoppe (Dutton Melos) 48%; 3 Brian Colman (Dutton Phaeton); 4 Henry Kitching (Vauxhall Corsa); 5 Neil Mackay (Suzuki Ignis); 6 Simon Harris (VW Golf GTI); 7 Jon Turner (Ford Fiesta); 8 Stephen Waddington (Hyundai i10); 9 Janine Ross (Citroen Saxo); 10 Gary Ross (Citroen Saxo).

JANE COWLING MEMORIAL PHOENIX STAGES RALLY: BY PETER SCHERER AUGUST 1

CUNNINGHAM LANDS HIS FIRST WIN IN IMPRESSIVE SEASON

Joe Cunningham and Josh Beer secured their maiden rally win in the ex-Peter Smith Ford Fiesta R5 on the Phoenix Stages despite having to claw back a 30-second penalty on the opening stages after hitting a chicane.

David McMullan/Marc Melhuish (Mitsubishi Lancer E6) and Darrell Taylor/Dylan Thomas' Ford Fiesta R2 battled for the lead over the first three stages, but on stage four Cunningham was back ahead by one second over McMullan despite his penalty. Taylor was a further 14s back in third.

The lead continued to grow over the second half with Cunningham finally claiming the win by 42s. Taylor snatched second from McMullan on the final stage.

Martin Farrar/Andy Ward's Subaru Impreza had managed to oust Julian Hope/Neil Chambers' Mitsubishi Lancer E7 for fourth from stage five only to lose an oil pipe on the last stage, causing a small engine fire.

Hope regained fourth, with Dave Hornbrook/Bob Brown's Mitsubishi Lancer E4 and Martin Hodgson/Tony Jones' Class 4-winning Ford Escort rounding off the top six.

Alex and Stephen Roscoe's Nissan Micra and Matt Wood/Val Thompson's Vauxhall Corsa were never headed in Classes 1 and 2. In Class 3, Mark Thomson/Jordan English's Peugeot 306 demoted Craig Stevens/Stephen Moyses' Ford Escort on the final stage.

Results

Organiser: Eastwood & DMC **When:** August 1 **Where:** Fulbeck, Lincs **Starters:** 72 **Stages:** 8
1 Joe Cunningham/Josh Beer (Ford Fiesta R5) 43m24s 2 Darrel Taylor/Dylan Thomas (Ford Fiesta R2) +42s; 3 David McMullan/Marc Melhuish (Mitsubishi Lancer E6); 4 Julian Hope/Neil Chambers (Mitsubishi Lancer E7); 5 Dave Hornbrook/Bob Brown (Mitsubishi Lancer E4) 6 Martin Hodgson/Tony Jones (Ford Escort Mk2); 7 Chris Marshall/Andy Robinson (Mitsubishi Lancer E5); 8 Scott Renshaw/Chris Bullock (Subaru Impreza); 9 Matt Wood/Val Thompson (Vauxhall Corsa); 10 Jonathan Lightbody/Dane Chapman (Subaru Impreza). **Class winners:** Alex Roscoe/Stephen Roscoe (Nissan Micra); Wood/Thompson; Mark Thomson/Jordan English (Peugeot 306); Hodgson/Jones.

Cunningham took maiden victory

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Irishman says he is no longer prepared to be a World Rally Championship part-timer

BREEN: GIVE ME A FULL SEASON FOR WRC TITLE PUSH

By Graham Lister

Craig Breen reckons he's worthy of a full-time World Rally Championship ride from 2022 – and Hyundai's not his only option.

The 31-year-old's value has risen significantly after he placed second on Rally Estonia recently, his first gravel outing in a World Rally Car for 10 months.

Co-driven by fellow Irishman Paul Nagle, Breen is sharing the third factory Hyundai WRC entry with Dani Sordo this season but wants a car for himself when the hybrid Rally1 era begins next year.

"You can't win a World championship doing half the rallies," said Breen. "We just need that opportunity and make the most of it."

M-Sport has emerged as a Breen suitor with boss Malcolm Wilson admitting talks have taken place.

Meanwhile, Breen was due to test for Hyundai in Belgium this week ahead of next month's Ypres Rally, when he will join Thierry Neuville and Ott Tanak in the works line-up.

Full story, p8

Hyundai man is flying high with current form

Breen wants to battle for the WRC crown

REPORT

LAMBORGHINI TAKES BRITISH GT

Italian car survives Belgian showdown p38

REPORT

HANSENS LOCK OUT THE WORLD RX PROGRAMME

Brothers in arms in Spanish season-opener p43

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HISTORICS

DOWN THE PUB

PHILLIP NELSON

Chevron B8 racer
Age: 66 **Lives:** Ramsbury

Nelson enjoys some variety

He's been racing since 1989
"I started in Marcoses with the late Roger Ealand who got me into it. He took me down to David Methley, who was his preparer at the time and I cannot believe it, but within a day, he'd said, right, that's it, you're starting in the HSCC Novice Championship. There was a black and white Lotus Elan and I had no reason not to buy it."

He was hooked
"So we had one year with the Elan and the Novice Championship was a fantastic series. I think we had 22 to 28 cars out and they were all novices so there was great camaraderie. At the end of that year Roger and David managed to sort of inveigle me into buying a road-going Marcos GT, and during that winter it was built into a race car. I had a fantastic time with it and it's coming out again this year as I still own it."

He races a Chevron B8
"I've had the B8 for about 15 years. Dave Methley sourced it and we went over to Le Mans and bought it from Steve Hitchens. I'd been racing with Charlie Allison and we'd been sharing his B8 and that was fantastic. I'd raced with Charlie for four or five years in his car and thought it would be rather fun to take him on."

They are old friends
"Charlie and I first met in Australia in 1974 when we were on gap years. We then ended up at the same university doing property. Since 1982 we've been in business together so we're close friends and competitive rivals."

The B8 is his favourite
"I love the B8 and its a huge amount of fun. I mean really, really good fun. We've been all over Europe with it. It's the most fabulous car to drive in that it has sort of go-kart characteristics. With the BMW two-litre engine it's OK to run and you're not having to rebuild the thing every other race. So, all in all, I love it."

The Marcos has not been used recently
"It sat in the garage for five or six years, because I had some difficulty racing both cars as effectively they're in the same race. I used to find jumping from one car to another quite difficult. But I'm definitely bringing it back out."

Photos: Paul Lawrence

The Jordan Racing Team will rework car

RARE BIZZARRINI TO RETURN TO THE TRACKS AFTER FRESH RESTORATION

Racer Adrian Willmott brings Italian GT machine back to life for next season

By Paul Lawrence

A notable Bizzarrini GT car from 1965 will return to racing next season in the hands of rapid historic racer Adrian Willmott.

The car arrived in the UK from Turin last week after Covid delays and is now with the Jordan Racing Team for race preparation and general finishing. It is believed to be one of only three factory-built independent rear suspension cars and has a works racing history.

Most recently, the car was owned by former Bizzarrini manager Salvatore Diomante, who bought a lot of the cars and parts when the business folded.

"It was in his scrapyard until about 2014 when he decided to restore it," said Willmott.

Willmott's purchase was an on-off affair over several years and the car was taken off the market at one stage. However, Willmott returned to the project and finally concluded a deal. More work was done in Italy before the sleek GT car was shipped to the UK.

"It did races like Reims and the Nurburgring in 1965," said Willmott. "At the Nordschleife, the rear tyres wore through the bodywork so they had to cut holes in the wings!"

Andrew Jordan, who has previously shared the driving of an AC Cobra with Formula Palmer Audi champion Willmott, said: "It's an exciting project to be involved with and now it's time for us to turn it into a top-level GT car again."

The plan is to have the new project ready for testing ahead of the 2022 season.

Bentleys of all shapes and sized will be on display at Silverstone meet

Bentley display to add to meeting

To mark 100 years since the first race win for a Bentley, a special display will be staged at the Bentley Drivers' Club race meeting at Silverstone on Saturday.

Pride of place will go to EXP2, the car that won at Brooklands in May 1921 along with the 2003 Le Mans-winning Speed 8, which was shared by historic rally man Guy Smith, Dindo Capello and Tom Kristensen, and Birkin Team Car No2, the car which led the 1930 Le Mans 24 Hours and is one of the world's most valuable Bentleys. That machine was driven at La Sarthe by Frank Clement and Dick Watney.

Quaife's flat-out weekend at Silverstone

GT racer Phil Quaife raced four cars with owner and co-driver James Thorpe during The Classic at Silverstone.

Quaife is currently racing a GT3 Lamborghini in the GT Cup but has added a programme of historic racing as coach and mentor to his friend Thorpe, who moved into historic racing from the Fun Cup.

"We did some Peter Auto events last year when James lived in France and I'm really enjoying racing in historics as well as modern GT cars," said Quaife. Now that Thorpe is back in the UK and living near Silverstone they are taking in more UK events.

The ex-Jim Clark Lister Jaguar Flat Iron, a Jaguar E-type and a TVR Grantura are all tended by Valley Motorsport, while their Ford Mustang is run from the Alan Mann Racing stable.

RALLY THE GLOBE GETS THE GREEN LIGHT

After a Covid-enforced break of 16 months, the Rally the Globe organisation has recently returned to running events and is now preparing for its next major rally, the five-day Highland Thistle Rally (September 2-7). The four recent Cloverleaf rallies were designed around Covid restrictions while the 1250-mile Highland Thistle, starting and finishing in St Andrews, will take in Scotland's most iconic landscapes with an overnight halt on the Isle of Skye.

Axe falls on Deja Vu once more

The next in the series of planned Deja Vu rallying celebrations has had to be postponed for a second time due to Covid rules.

The West Ireland gathering and tour, scheduled for September, has now been pushed back to 2022.

The organisers said that it would be impossible to run an effective event within the current or even projected rules in the Republic of Ireland due to a lack of support.

A statement said: "The council is unwilling to assist any event that encourages the public to congregate. It would be possible to run our 140-mile route but not to have a ceremonial start and finish."

The next planned event is now Deja vu Tralee (May 27-28, 2022) on the Dingle Peninsula.

IN BRIEF

Sign of the Times
The 50th anniversary of the Times Trophy race will be the centrepiece of Saturday's Bentley Drivers' Club race meeting at Silverstone. The club's 73rd annual race will feature a 10-race programme, the biggest in recent years, taking in Morgans, FISCAR and Ecurie Classic as well as Bentley races on the National circuit layout.

Langridge's car
Seasoned historic racer Andy Langridge has added a Lola T360 to his stable of racing cars. The 1974 Formula Atlantic car was raced in the US by Howdy Holmes but is now heading for the workshops of Lifetime Racing in Norfolk to be reprepared. Langridge and his son Adrian has said he could run it in Formula Atlantic or Formula 2 specification depending on ultimate engine choice.

Trackrod regs out
Regulations for the Trackrod Rally Yorkshire are now live and entries will open on Friday at 1900hrs. The entry portal will remain open until 1200hrs on Sunday when the organisers will randomly select 150 entries and request payment by 1900hrs on Friday August 13. The organisers will also reserve 30 places to be filled at their discretion.

TV star for rally
Sarah Crabtree, the presenter of the Bangers and Cash TV programme, will take part in Lombard Rally Bradford, which has moved dates to run on Saturday August 28 in Bowling Park. Crabtree will drive Andy Harrison's 1968 Austin 1800 'Landcrab' from the London to Sydney marathon and will be co-driven by Harrison's step-daughter Jemima Hanworth.

Wilds Jr on track
Anthony Wilds, the son of former Formula 1 racer Mike, made his historic GT racing debut at Silverstone in the Aston Martin DP214 of John Goldsmith. Mike has shared the car previously in Gentleman Drivers pre '66 GT races but was already committed to sharing the Ginetta G4 of Ron Maydon, so former Sports 2000 and Britcar racer Anthony took up the seat in the Aston.

Advertising enquiries: 01732 446757

The Classic stirred the soul with evening racing

THE CLASSIC RETURNS WITH SOME ICONIC BATTLES TO BEAT THE RAIN AT SILVERSTONE

Although the conditions tried to dampen enthusiasm, it failed miserably. By Paul Lawrence

Huge grids and epic racing typified The Classic, Silverstone, which made a spectacular return to the calendar after an enforced absence in 2020.

The weather did its best to add further spice to both Saturday's marathon 12-hour programme and Sunday morning.

There were star drives right across the 21 races, with highlight performances from Alex Brundle, Martin O'Connell and Michael Lyons. Another stand-out performance came in the Pre '66 GT race when the combined pace and talent of Julian Thomas and Calum Lockie topped the 12-strong Cobra pack within the monster 60-car field.

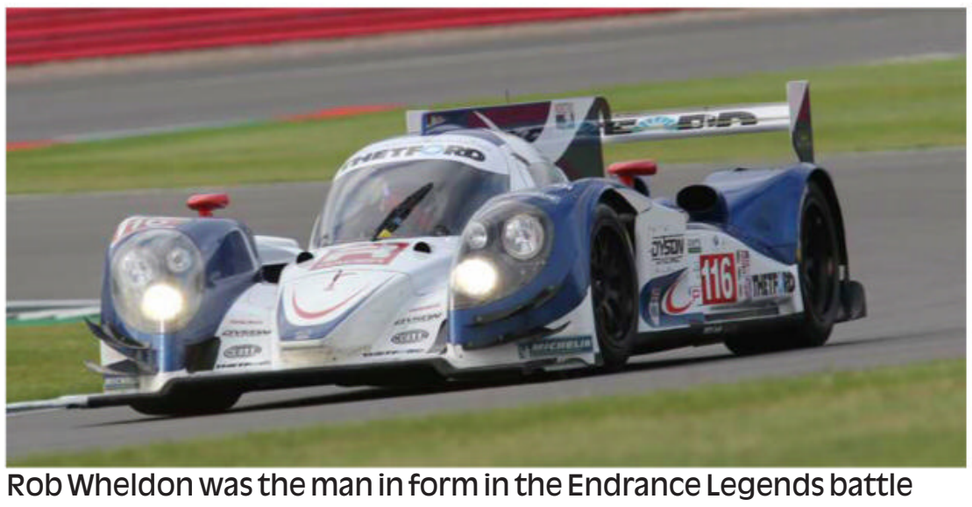
O'Connell brought the curtain down on Saturday with a typically gritty drive to win the Stirling Moss/Woodcote Trophy thrash in Sandy Watson's Lotus 11. In the wet and the gloom of the evening, O'Connell's performance shone bright as he saw off the Lotus 15 of Roger Wills to give the 11 a rare win at this level.

Matt Wrigley (March 782) and Andrew Smith (March 742) shared Formula 2 wins in two wet races as plumes of spray made conditions challenging. Smith chased Wrigley home on Saturday but was able to tiger ahead on Sunday to make it one-apiece.

As is so often the case, the Formula Juniors opened the racing in style with a showdown between Richard Bradley and Cam Jackson. Jackson made the early pace on Saturday as they edged clear of Alex Ames and Sam Wilson.

When they went each side of a backmarker at Club, Bradley dived for the inside and was able to turn into Abbey ahead after they ran wheel-to-wheel past the pits. A lap later Jackson had a big slide at Club, which allowed Bradley to make a small but critical break. Twenty-four hours later Jackson too his revenge by leading from pole and edging clear on a damp track. Bradley chased and got closer in traffic, but Jackson had it covered.

On pole by nearly 10 seconds, Fred Wakeman and Patrick Blakeney-Edwards were clearly the class of the Pre-War Sports in their Frazer Nash TT Replica and won at a canter. Meanwhile, Lukas Halusa scooped the Historic TT for pre '63 GT cars in the wonderful Ferrari 'Breadvan' but only just beat the E-types as the car of James Cottingham/Harvey Stanley was less than a second behind after 50 minutes of racing.



Rob Wheldon was the man in form in the Endrance Legends battle

Martin O'Connell was a star in Sandy Watson's beautiful Lotus 11

At the other end of the age spectrum, Rob Wheldon showed his class and experience by taking an impressive win in the opening Endurance Legends race. Invited by Steve Tandy to race his Lola B12/60, Wheldon took a fine victory over the Peugeot 908 of Francis Perrodo and Jamie Constable's Pescarolo LMP1. Tandy took the winning car back for Sunday but could not match the pace of the fabulous Peugeots of Perrodo and Shaun Lynn.

Bill Sollis was as quick as ever in his Mini Cooper to win the first of the 60th anniversary races despite a spirited chase from rallycrosser Nathan Heathcote and Endaf Owens. On Sunday, the second race brought the curtain down in style as Heathcote beat Owens by three-quarters of a second with Sollis edged back to third.

Mark Wright and Dave Coyne (Ford Sierra RS500 Cosworth) capped a hectic Historic Touring Car race, which ran in some of the wettest conditions of Sunday morning. Wright drove a storming stint to build a lead and Coyne finished the job at the head of a very strong field. Nearly a minute back, Steve Dance did a great job to get his Cologne Capri into second place.

The Thundersports race had to be stopped and restarted after heavy rain fell on the slick-shod pack. Calum Lockie (March 717) set the early pace after Dean Forward spun the McLaren M8F and nudged the wall at Brooklands but as the rain intensified Lockie lost time in the pitstop. Tony Sinclair (Lola T292) dived ahead as Lockie gave chase despite having the March stuck in fifth gear. Lockie almost made it but needed one more lap to catch the rapid Lola.

Lockie was also central to a glorious Pre '66 GT contest when he built on a fine opening stint by Julian Thomas to bag another win for their Cobra Daytona Coupe. Despite Thomas being badly held up on the way into the pits, Lockie got out ahead and saw off a determined pursuit by Olly Bryant as Andrew Jordan fired Roy Alderslade's Cobra Daytona up to third.

Michael Lyons subbed for Johnny Herbert in the Ensign N180B in Historic F1 and was unstoppable whatever the conditions and irrespective of starting fifth on Sunday on the reverse grid. It took Lyons barely a lap to deal with the four cars ahead of him and he then cruised to a second win in style. Mike Cantillon, Steve Hartley and Jamie Constable battled in Lyons' wake.

A red flag right on the tail of the pitstop window of the E-type 60th-anniversary race handed victory to Jon Minshaw but it was Ben Mitchell who had led most of it.

Photos: Paul Lawrence

It took only one lap for Michael Lyons to hit the front in the HIstoric Formula 1 race in the Ensign N180B

PRE-'66 TOURING CARS

TIN-TOPS PUT ON A SHOW AS DAVIES HEADS THE PACK

A frenetic Pre '66 Touring Car thrash kept the crowds royally entertained although it sadly ended with a last-lap tangle. Through it all came Craig Davies for a hard-earned victory for the Ford Mustang pack.

In the rain of Friday, Dave Coyne took an emotional pole in the Mustang of Jon Miles, who died a month earlier. Coyne headed 16 Mustangs in the 50-car pack but Richard Dutton (Lotus Cortina) and Endaf Owens (Mini Cooper) showed that it would not be a V8 walkover.

A damp track was the perfect playground for an enthralling 45-minute race that was full of fierce battles and oversteer. A late safety car left a two-lap dash to the flag and it was Craig Davies who got his Mustang to the line first by a fraction of a second.

The opening stint settled into a four-way V8 thrash as Coyne made much of the running from Davies and the Falcons of Julian Thomas and Sam Tordoff. Thomas had battled back from an early spin while Tordoff briefly worked his way to the front before retiring.

After the stops and the safety car, Davies caught them all napping at the green and built himself a crucial advantage as Calum Lockie (in for Thomas), Coyne, Dutton and Ben Clucas (in the Cortina of Marcus Jewell) squabbled.

While Davies headed to the flag, the second-place fight erupted at Stowe on the final lap when Lockie was tagged sideways and collected by Coyne. Lockie was out and Coyne was delayed as Clucas grabbed second from the closing Steve Soper in Henry Mann's Mustang.

Despite the dramas behind, Craig Davies had a clear victory

HGPCA

MEMORABLE GRAND PRIX CARS STIR THE SOUL

Sam Wilson and Andrew Haddon were the HGPCA stars of the weekend with a win each in challenging conditions. Haddon's mighty victory on Sunday in the front-engined Scarab was a rare overall win at this level for such a car.

Young guns Wilson and Will Nuthall set the pace in qualifying, lapping three seconds clear of the rest of the 41-car field. Behind Rudi Friedrichs, the ever-versatile Haddon starred by going fourth fastest on his first experience of Julian Bronson's front-engined Scarab.

With a wet and slippery track for Saturday's race, the two chargers soon dropped Rudi Friedrichs and slithered clear as Wilson set the pace in John Chisholm's Lotus 18. It seemed like a done deal, but Nuthall had other ideas and closed the leader down in the final laps.

The Cooper got right onto the gearbox of the Lotus and almost got alongside a couple of times. Wilson held on for his 16th win at the event, but it was very close. "I thought I'd got it but the Cooper kept getting bigger in the mirrors," said Wilson. "Will is very good in these conditions."

Behind Friedrichs, the other star of the race was Haddon after the Scarab overheated in the assembly area. Haddon started last from the pit road and charged through to a remarkable fourth place.

Wilson missed the second race and Nuthall's bid to take full advantage lasted less than a lap before a misfire set in. Instead, early leader Friedrichs was quicky demoted by Haddon who just got quicker and quicker in the Scarab to take a memorable win.

Mini racing legend Bill Sollis won the opener

RACE WINNERS

Formula Junior
Race 1: Richard Bradley (Brabham BT2)
Race 2: Cam Jackson (Brabham BT2)

Pre-War Sports
Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash TT Replica)

Historic Formula 2
Race 1: Matt Wrigley (March 782)
Race 2: Andrew Smith (March 742)

Pre '63 GT
Lukas Halusa (Ferrari 250GT Breadvan)

Historic Formula
Race 1: Michael Lyons (Ensign N180B)
Race 2: Lyons

Thundersports
Tony Sinclair (Lola T292)

Classic Minis
Race 1: Bill Sollis (Mini Cooper S)
Race 2: Nathan Heathcote (Mini Cooper S)

Pre '66 Grand Prix Cars
Race 1: Sam Wilson (Lotus 18)
Race 2: Andrew Haddon (Scarab)

Pre '66 Touring Cars
Craig Davies (Ford Mustang)

Endurance Legends
Race 1: Rob Wheldon (Lola B12/60)
Race 2: Francois Perrodo (Peugeot 908)

Historic Sports
Alex Brundle (Lola T70 Mk3B)

Woodcote Trophy/ Stirling Moss Trophy
Martin O'Connell (Lotus 11)

Historic Touring Car Challenge
Mark Wright/Dave Coyne (Ford Sierra RS500 Cosworth)

E-type Challenge
Jon Minshaw (Jaguar E-type)

Pre '66 GT cars
Julian Thomas/Calum Lockie (Cobra Daytona Coupe)

MASTERS HISTORIC SPORTSCARS

BRUNDLE SHOWS HIS CLASS TO DOMINATE A CLASSY FIELD

In the rain of Saturday evening, a magnificent field contested an interrupted Masters Historic Sports race. Despite heavy rain early in the race that prompted a red flag, Alex Brundle showed his class to take a stylish victory in strong company.

The Lola T70 Mk3Bs of Gary Pearson/Brundle and Olly Bryant set the pace in qualifying on Friday, but the talent of Tom Bradshaw put his Chevron B19 firmly in contention with the Chevrolet-powered monsters.

With rain clouds threatening, Brundle made a peach of a start to head the field away from Bryant, while Bradshaw's bid for second ended in a spin at Brooklands that dropped him well down the pack.

While Brundle went away, the rain arrived and notably hit the southern end of the track. It was soon coming down in torrents and a safety car was quickly replaced by a red flag as cars aquaplaned off as the track became flooded in some places. Ironically, the Copse area remained virtually dry.

After a break to allow the tide to go out and driver changes to be made for those not racing solo, the race resumed for three laps behind the safety car and then a 10-minute dash.

Brundle stayed in the leading Lola and once more took control with a remarkably assured performance in tough conditions. He eased away from Bryant while Simon Hadfield, in for Chris Beighton, made it an all T70 Mk3B podium. However, at the flag, Hadfield was only just ahead of the flying Bradshaw who had scythed back up the order.

A solo drive from Alex Brundle brought a fine sportscar win

Advertising enquiries: 01732 446757

BTCC REPORT: OULTON PARK

IN BRIEF

Neate is unwell
Motorbase Performance driver Andy Neate was forced to miss race day at Oulton Park. He had tested positive for coronavirus during the gap since the last rounds, but since tested negative. However, the lingering effects meant he was too unwell to race on Sunday.

Rainy day Saturday
Both the free practice sessions at Oulton Park were affected by rain. Tom Oliphant took advantage of a drier track at the start of the opening session to record what would become the benchmark 1m33.697s lap in his WSR BMW 330i M Sport. The second 40-minute session dried up eventually and was headed by Jack Goff in his Team Hard Cupra R with a time of 1m26.831s. Aiden Moffat and Ash Sutton (Laser Tools Racing Infiniti Q50s) was black-flagged from the session for track limits infringements but later rejoined the running.

Heavy Mitchell
Team Hard Cupra R driver Jack Mitchell carried 25kg into the weekend as a replacement driver for Glynn Geddie. The Ginetta Junior title winner lined up in 25th spot for his maiden race in the category. He finished 22nd in the opening two races of the weekend before being ruled out of the third due to first-lap contact.

Pole for Proctor
Senna Proctor scored his first career pole position on Saturday when his BTC Racing Honda Civic Type R outpaced Gordon Shedden's Team Dynamics version by just 0.08s. Proctor's 1m 25.485s lap was just one thousandth of a second way from Jason Plato's qualifying lap record, set in 2015. Rory Butcher lined up in third spot in his Speedworks Motorsport Toyota Corolla

Respects paid
The British Touring Car Championship paddock held a period of silence ahead of race day on Sunday in memory of the volunteer marshal who was killed in an accident at Brands Hatch on Saturday afternoon.

JST chase for RoBo
Dan Rowbottom's domination of the Jack Sears Trophy, held for drivers who hadn't scored a podium before the start of the campaign, was underlined at Oulton Park as the Team Dynamics Honda Civic Type R driver took a hat-trick of wins in the class. He points buffer was extended as his main rival, Motorbase Performance man Sam Osborne, failed to finish two of the three races in Cheshire. Laser Tools Racing Infiniti Q50 driver Carl Boardley is in third place in the JST standings.

Rowbottom heads the pack

The Dynamics duo: RoBo and Shedden (r)

ROWBOTTOM STARS AS FAVOURITES FALTER

Team Dynamics man is the big winner at bruising race meeting. By Matt James

Oulton Park is known as a drivers' circuit, but the drivers who were battling at the top of this year's British Touring Car Championship will be glad to see the back of it.

While there was a maiden win for Dan Rowbottom's Team Dynamics Honda Civic, a first win of the season for Rory Butcher's Speedworks Toyota and a final flourish from Senna Proctor in the BTC Racing Honda, the main players were left licking their wounds.

Between them, the top two in the standings coming into the event – Ash Sutton (Laser Tools Racing Infiniti Q50) and Tom Ingram (Excelr8 Motorsport Hyundai I30 N) – left with only 18 points collected between them from the six outings. There is plenty of drama left in the battle for this season's crown.

Race one

Team Dynamics Honda Civic Type R racer Gordon Shedden needed to get his ball rolling in the 2021 British Touring Car Championship, and had a front-row start, alongside the pole-winning BTC Racing version of Proctor.

Away from the line, Proctor was forced to defend the inside from the fast-starting third-placed Speedworks car of Butcher, which gifted Shedden a clear run into Old Hall and he took his team-mate Rowbottom with him from fourth on the grid.

The two leading machines had the preferable softer option Goodyear tyres on too, and they set about building a comfortable gap to Adam Morgan's Ciceley Motorsport BMW 330i M Sport, Butcher, Stephen Jelley (WSR BMW 330i M Sport) and Proctor.

Shedden had stretched the gap to over one second when there was drama behind on lap eight. Further back in the top 15, Jason Plato dived down the inside of Tom Oliphant's Power Maxed Racing Vauxhall Astra. Oliphant's WSR BMW 330i M Sport spun and was stranded broadside on the track and was collected by Chris Smiley's Excelr8 Trade Price Cars Hyundai and the sister car of Rick Parfitt. All three were stranded, which prompted a stoppage.

At the second getaway for a six-lap dash to the flag, Rowbottom hooked up perfectly to beat the sister car to the opening turn. He stayed there until the flag for his maiden BTCC win despite serious pressure from Shedden.

"There were a couple of little nibbles at the back of my car from Shedden, so I knew he was there," said Rowbottom. "But I am thrilled I managed to hold on. Gordon is one heck of a hunter, and I had to keep my nerve."

Shedden felt that his restart had been a good one, but could do nothing about the rocket-like getaway of Rowbottom

Morgan held on to third from Butcher, both racing with the harder Goodyears, while Jelley and the impressive Aiden Moffat (Laster Tools Racing Infiniti Q50) rounded out the top six. The recovering Plato was seventh ahead of Jake Hill (MB Motorsport Ford Focus), who hauled his 39kgs to eighth. Proctor and Jack Goff (Team Hard Cupra R) rounded out the top 10.

Colin Turkington was desperate to restart his title charge after scoring only two marks last time out at Brands. He lined up ninth in his WSR BMW with 57kg of success ballast and was set to make hay at a track which suits the rear-wheel-drive machines.

However, as the cars reached Cascades on lap one, the slightest of touches sent the four-time title winner onto the grass – and he took reigning champion Sutton with him. Sutton's Infiniti bounced over the grass while the Northern Irishman rotated.

The restarted race gave them both a chance to fight for the crumbs in the lower part of the points scorers. Sutton recovered to 14th – even after a pitstop to clear grass from the front of the car – and he was four spots ahead of Turkington. However, it had been a nadir for the championship favourites, and it wasn't just those two.

Ingram's weekend in his Hyundai got off to a terrible start too. He was unable to complete a flying lap in qualifying as a wastegate failed on his machine, which left him parked for the 30-minute session. He had made solid progress from dead last up to 14th by the time of the stoppage but fell back behind the charging Sutton and Turkington at the flag and brought it home in 19th position with his hefty 66kg of success ballast. At least that would disappear for race two.

Race two

Now saddled with the medium rubber and 75kg and 66kg of ballast respectively, another 1-2 looked like a long shot for Rowbottom and Shedden.

It looked much more unlikely after just four corners. They reached Old Hall on lap one in line astern with Rowbottom ahead, but Butcher – taking advantage of his softer rubber in the opening exchanges – went around the outside of his brother-in-law Shedden at Cascades and nibbled the inside of the leader going into the Island hairpin.

On the drag out up over Hilltop, Butcher hugged the inside and claimed a lead he was not to relinquish throughout the 12 lapper. Behind, Hislops provided a major sort-out as Rowbottom and Shedden had Morgan in between them as they turned into the opening right-handed element. Rowbottom survived in second from Morgan, while Shedden fell behind the closely pursuing Hill.

For Butcher, it was the realisation of the development work that Speedworks has done on his Corolla – including digging down deep in the recent two-day tyre test at the Cheshire venue.

"The car was just how I like it, and I could do almost anything with it," said the Scotsman, who claimed the win by more than 1.5s. "Dan left me a little gap at the hairpin on the opening lap and I was through. After that, it was plain sailing."

Rowbottom's was probably one of the drives of the race. On the harder tyres and with 75kg, he was forced to look to his mirrors to fend off former team-mate Morgan throughout the race and he soaked up the pressure manfully. "There are areas where a front-wheel-drive car has an advantage over the rear-wheel-drive BMW of Morgan, so I was just mindful of that and had to capitalise where I could," he said.

Hill maintained his advantage over Shedden throughout, and the second Team Dynamics car eventually fell behind the soft-tyred Infiniti of Moffat too.

Jelley's BMW was hanging on for grim death to seventh spot and he was under intense pressure. Once Sutton had worked his way ahead of Proctor after a strong opening lap, he tried everything he knew to grab the spot but it was unsuccessful.

Proctor and a revitalised Ingram rounded out the top 10, with the soft-tyred Carl Boardley (Laser Tools Racing Infiniti Q50) and Turkington in their wheeltracks.

Perhaps the most ominous sign from the race was the feistiness of Sutton in his chase for points. Given he hadn't yet run the faster soft tyres, there was a smile on the reigning champion's face when Butcher pulled the number nine out of the reversed-grid draw.

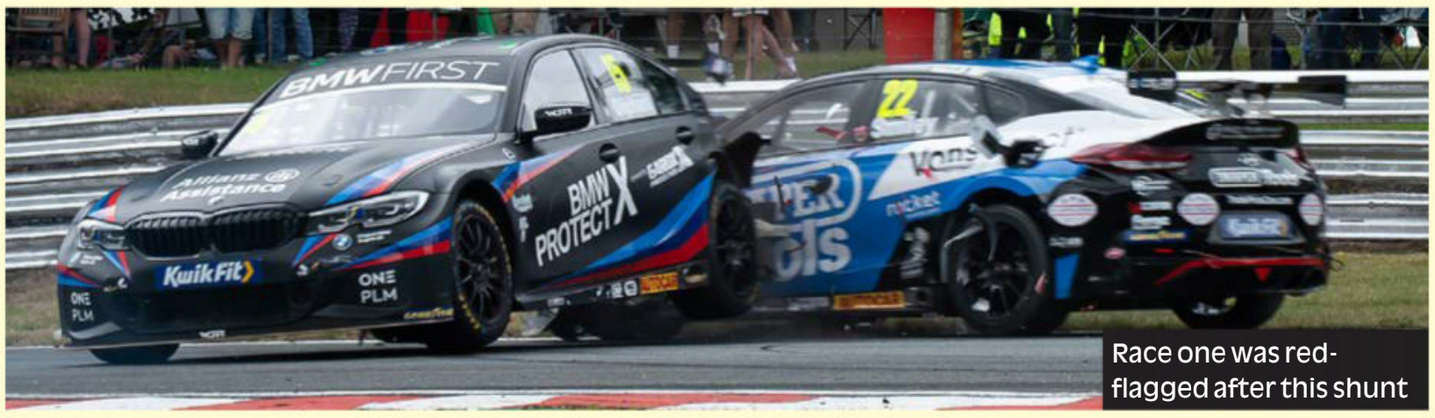
That put the Infiniti on the front row alongside Proctor, and the smart money was on the fact that Sutton could chase down his third win of the campaign.

Race three

Those who had wagered on Sutton adding to his account were to be disappointed. The original start, when Sutton had gone toe-to-toe with Proctor and prevailed at Cascades, was wiped out when a multi-car accident further back prompted a red flag.

At the second time of asking, Sutton

Photos: Mike Hills, Steve Hindle


Race one was red-flagged after this shunt

Rory Butcher took the second victory

Senna Proctor scored pole and raced to redemption in the finale

"It was a racing incident with Sutton"

Senna Proctor

again tried to go the long way around Proctor at Old Hall, but the Honda man held his ground on the inside. The slightest of brushes sent the Infiniti spinning across the pack – he was lucky not to be collected – but Sutton's race fell apart for good at Cascades when further contact spun him into the gravel.

Proctor, who would then go on to win at a canter, said the incident had been purely unintentional: "I made a cracking start and Ash just tried to hang on around the outside of me. He ran out of road and we had the slightest of touches, which put him off.

"To me, it was just a racing incident and Ash and I are friends: there was nothing deliberate in that at all."

In the shuffle behind the spinning Sutton, Ingram was one who had to take evasive action and the grass collected in his grille at the front required him to have a pitstop. So the top two in the points were thwarted before a lap had been properly run in anger.

Behind Proctor, who claimed what he called a "redemption" victory by 2.1s, Jelley landed a second-place finish to be the highest points scorer from the WSR team over the course of the three races. "I was giving it 110%, but I just couldn't match what Senna was doing," said the Leicester man.

Shedden grabbed third place but he had been under early pressure from Moffat in the Infiniti until Moffat, whose car was carrying damage from the early exchanges, was instead forced to look to his mirrors to hold off Morgan.

Rowbottom was another who had been under pressure with Hill and Turkington, who had passed Tom Chilton (Ciceley Motorsport BMW 330i M Sport) and Butcher early on, completing the top eight.

Butcher's demise on lap 11, when he was collected by the brakeless Boardley at Druids and both smote the wall heavily, prompted yet another red flag on what had been a damaging and dramatic weekend.

SUPPORT RACES

Red flags limited the amount of British Touring Car support series action, with two frightening barrel rolls in the Mini Challenge fortunately not resulting in any significant injuries. First, Jim Loukes rolled after running wide out of Old Hall, before contact with Sam Weller pitched Oliver Barker into the barriers on the inside of Cascades and into the air on the restart. Yet, despite this, Barker was still bizarrely declared the winner with the second start not counting. Max Bird triumphed in the opener, an error exiting the chicane for title rival Dan Zelos making Bird's life easier.

The Ginetta Junior Championship runners were worst affected by the red flags and delays as it managed just four proper racing laps. Liam McNeilly won the restarted opener after pouncing on the first tour to take the points lead, while race two has been moved to Knockhill in 10 days' time.

Lorcan Hanafin and Kiern Jewiss again outshone title-winning Porsche Carrera Cup GB rivals Dan Cammish and Harry King as each took a second series win. Hanafin withstood Cammish's opening bout pressure, while King was penalised from fourth to sixth position for a robust pass on Jewiss. Team Parker man Jewiss led the reversed-grid contest throughout, keeping the chasing Lewis Plato and Will Martin at bay. King snuck past Cammish when the Redline man attempted a pass on Martin, but Hanafin was sent out on the opening lap.

James Hedley kept key British Formula 4 rival Matthew Rees behind to win the opener, while McKenzy Cresswell made a blistering getaway from fifth on the grid to lead the reversed-grid race within a lap. Joseph Loake controlled the finale as Matias Zagazeta impressed to grab second position.

Tom Hibbert was in flying form in the Ginetta GT4 Supercup, a dominant second win following him benefiting from 15 seconds of track limits penalties for title contender Adam Smalley in race one.

Stephen Lickorish

RACE WINNERS

■ **Porsche Carrera Cup GB**
Race 1 (18 laps): Lorcan Hanafin (JTR); **Race 2 (16 laps):** Kiern Jewiss (Team Parker Racing)

■ **British F4 Championship**
Race 1 (15 laps): James Hedley (Fortec Motorsport); **Race 2 (15 laps):** McKenzy Cresswell (JHR Developments); **Race 3 (15 laps):** Joseph Loake (JHR Developments)

■ **Mini Challenge**
Race 1 (13 laps): Max Bird (Excelr8 Motorsport); **Race 2 (3 laps):** Oliver Barker (Excelr8 Motorsport)

■ **Ginetta Junior**
Race 1 (4 laps): Liam McNeilly (Fox Motorsport)

■ **Ginetta GT4 Supercup**
Race 1 (16 laps): Tom Hibbert (Rob Boston Racing); **Race 2 (11 laps):** Hibbert

Barker's exit from the second Mini race was a very dramatic one

RESULTS

BTCC
Round 10
Laps: 6 **Track:** dry

	DRIVER	TEAM/CAR	TIME
1	Dan Rowbottom (27kg)*	Team Dynamics Honda Civic Type R	8m48.702s
2	Gordon Shedden*	Team Dynamics Honda Civic Type R	+0.384s
3	Adam Morgan	Ciceley Motorsport BMW 330i M Sport	+2.104s
4	Rory Butcher (9kg)	Speedworks Motorsport Toyota Corolla	+5.855s
5	Stephen Jelley	WSR BMW 330i M Sport	+6.170s
6	Aiden Moffat	Laser Tools Racing Infiniti Q50	+7.053s
7	Jason Plato (21kg)	Power Maxed Racing Vauxhall Astra	+7.469s
8	Jake Hill (39kg)*	MB Motorsport Ford Focus	+7.829s
9	Senna Proctor*	BTC Racing Honda Civic Type R	+8.082s
10	Jack Goff (15kg)*	Team Hard Cupra R	+8.444s

11 Carl Boardley (Laser Tools Racing Infiniti Q50) +9.405s; 12 Ollie Jackson* (MB Motorsport Ford Focus) +10.629s; 13 Dan Lloyd (Power Maxed Racing Vauxhall Astra) +10.897s; 14 Ash Sutton (75kg) Laser Tools Racing Infiniti Q50) +10.955s; 15 Josh Cook (57kg) (BTC Racing Honda Civic Type R) +11.690s; 16 Aron Taylor-Smith (Team Hard Cupra R) +14.195s; 17 Tom Chilton* (Ciceley Motorsport BMW 330i M Sport) +14.373s; 18 Colin Turkington (48kg)* (WSR BMW 330i M Sport) +14.593s; 19 Tom Ingram (66kg) (ExcelR8 Trade Price Cars Racing Hyundai i30 N) +15.331s; 20 Jack Butel (ExcelR8 Trade Price Cars Racing Hyundai i30 N) +15.580s; 21 Jade Edwards (BTC Racing Honda Civic Type R) +16.384s; 22 Jack Mitchell (25kg) (Team Hard Cupra R) +17.203s; 23 Sam Smelt (Speedworks Motorsport Toyota Corolla) +17.530s; 24 Sam Osborne (Motorbase Performance Ford Focus) -3 laps; R Tom Oliphant (33kg) (WSR BMW 330i M Sport) 0 laps/crash; R Chris Smiley (ExcelR8 Trade Price Cars Racing Hyundai i30 N) 0 laps/crash; R Rick Parfitt (ExcelR8 Trade Price Cars Racing Hyundai i30 N) 0 laps/crash; NS Nic Hamilton (Team Hard Cupra R) fuel feed; WD Andy Neate (Motorbase Performance Ford Focus) illness. **Pole position:** Proctor 1m25.485s (93.74mph). **Winner's average speed:** 90.94mph. **Fastest lap:** Rowbottom 1m26.734s (92.39mph). **Lap leaders:** Rowbottom 1-6. **Brackets** = success ballast; * = soft tyres

Round 11: 12 laps **Track:** dry

	DRIVER	TIME
1	Butcher (48kg)	17m35.137s
2	Rowbottom (75kg)	+1.698s
3	Morgan (57kg)	+2.500s
4	Hill (21kg)	+2.944s
5	Moffat (33kg)	+3.200s
6	Shedden (66kg)	+4.653s
7	Jelley (39kg)	+5.811s
8	Sutton	+6.035s
9	Proctor (15kg)	+6.305s
10	Ingram	+6.546s

11 Boardley +6.661s; 12 Turkington +6.826s; 13 Chilton +10.693s; 14 Smiley +15.436s; 15 Osborne +17.329s; 16 Taylor-Smith +17.859s; 17 Butel +18.613s; 18 Plato (27kg) +20.108s; 19 Smelt +20.317s; 20 Edwards +20.575s; 21 Lloyd +23.129s**; 22 Mitchell +23.365s; 23 Parfitt +24.281s; 24 Hamilton +26.062s; R Goff (9kg) 8 laps/damage; R Jackson 5 laps/damage; R Cook 3 laps/damage; NS Oliphant damage. **Winner's average speed:** 91.13mph. **Fastest lap:** Ingram 1m26.057s (93.11mph). **Lap leaders:** Butcher 1-12. **Brackets** = success ballast; * = soft tyres; ** = five-second penalty for out-of-position start.

Round 12: 8 laps **Track:** dry

	DRIVER	TIME
1	Proctor (15kg)	11m40.464s
2	Jelley (27kg)	+2.183s
3	Shedden (33kg)	+4.313s
4	Moffat (39kg)	+7.478s
5	Morgan (57kg)	+7.999s
6	Rowbottom (66kg)	+9.136s
7	Hill (48kg)	+9.475s
8	Turkington	+10.215s
9	Chilton	+12.280s
10	Smiley*	+13.471s

11 Lloyd* +13.769s; 12 Cook* +14.425s; 13 Plato +14.871s; 14 Oliphant* +15.298s; 15 Taylor-Smith +16.156s; 16 Goff +16.491s; 17 Jackson +18.774s; 18 Smelt* +19.342s; 19 Parfitt* +21.356s; 20 Edwards +22.744s; 21 Ingram* (9kg) +49.238s; R Butcher (75kg) 8 laps/accident; R Boardley 8 laps/accident; R Sutton* (21kg) 0 laps/damage; R Osborne 0 laps/accident; R Butel 0 laps/accident; R Mitchell* 0 laps/accident; R Hamilton* 0 laps/accident. **Winner's average speed:** 91.52mph. **Fastest lap:** Ingram 1m26.026s (93.15mph). **Lap leaders:** Proctor 1-8. **Brackets** = success ballast; * = soft tyres.

Drivers standings

POS	DRIVER	POINTS
1	Ash Sutton	126
2	Tom Ingram	121
3	Dan Rowbottom	114
4	Jake Hill	103
5	Adam Morgan	100
6	Gordon Shedden	97
7	Josh Cook	95
8	Rory Butcher	84
9	Colin Turkington	89
10	Stephen Jelley	85

11 Aiden Moffat 85; 12 Tom Oliphant 74; 13 Jason Plato 74; 14 Jack Goff 67; 15 Dan Lloyd 59; 16 Senna Proctor 58; 17 Chris Smiley 47; 18 Ollie Jackson 40; 19 Dan Cammish 30; 20 Tom Chilton 18; 21 Carl Boardley 14; 22 Aron Taylor-Smith 10; 23 Sam Osborne 5; 24 Sam Smelt 2; 25 Jade Edwards 1.

Independents Trophy

POS	DRIVER	POINTS
1	Sutton	144
2	Rowbottom	141
3	Ingram	136
4	Morgan	133
5	Shedden	123
6	Moffat	117
7	Cook	114
8	Goff	102
9	Plato	100
10	Lloyd	97

11 Smiley 80; 12 Proctor 72; 13 Taylor-Smith 51; 14 Chilton 45; 15 Boardley 42; 16 Cammish 32; 17 Jack Butel 15; 18 Edwards 11; 19 Rick Parfitt 10; 20 Nic Hamilton 7.

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FEATURE

ALLAN McNISH: THE MEMORIES ARE AS IMPORTANT AS THE TROPHIES

The Scotsman was so good, we saved up his answers. Here's part two, by Andy Hallbery

McNish tackled more MN questions

Allan McNish was so entertaining when we did his readers' question-and-answer session in July that there were still questions left on the table as we ran out of time and space.

Now, we've put that right. McNish is one of the most rounded characters in motorsport which is why he has been in such demand as an expert commentator these days, and part of the reason Audi has put him at the head of its Formula E programme.

So here is part two from the first interview plus a few new questions too. Thank you all for the questions and thank you to McNish for being such a great sport and for sharing some more great tales.

Starting with his brilliant and memorable drive at the 2008 10-Hour Petit Le Mans, that began really badly, told in the typical style of the Scotsman

Question: When you crashed on the out laps before the start of the 2008 Petit Le Mans at Road Atlanta did you really believe you could still win and beat the Peugeots?
Bob Crampton
Via email

AM: "Err… No! I don't think anybody did. I remember stopping at the bottom of the hill, and looking around and thinking 'What's happened here?' It was like a parallel universe. I was on 30% throttle when it lit up the rear wheels and turned 90 degrees left and I whacked the wall – and it was quite a whack.

"I sensibly drove the car back, and first thing I see is Dario Franchitti pissing himself laughing at me in the pitlane.

"I drove it straight round the back and into the awning, jumped out, went into the front of the truck kicking anything that happened to be there. I was so angry with myself. Then Dindo [Capello] and Emanuele Pirro, who I was driving with, came in through the back of the truck, not from the awning side and walked in, typically Italian shrugged shoulders 'Hey, are you OK…' I'm still angry. 'No I'm *f**king* not OK! Have you seen the state of our f**king car?' And they both looked outside and I could see their jaws dropping….

"The guys had the gearbox off so they could fix the suspension damage. They were changing the front suspension. Then I jumped back into the car maybe five minutes before they were ready, and one of our engineers was *in* the footwell, and I had to keep lifting my leg as he was bonding the footrest to the side of the monocoque as it had been pushed off. When I hit the wall, the force had pushed the whole foot pad off the side of the cockpit and my foot was somewhere behind the clutch and the braking area. That also confused me as I couldn't work that out.

"So he's in there bonding the footrest back on, and the last thing he said to me before we got pushed out was, 'Don't press that for about two hours….'

"Jesus Christ… Now I'm on one of the highest g-force circuits and I'm trying to keep my foot off this bloody footrest!

"I drove out and we *just* made it out of the pitlane before going two laps down. Clearly I left the pitlane extremely gently and as we went over the top of the hill the Peugeot caught me, but I was able to go away. Then it went full course yellow and that allowed us to strategically get back in the game.

"The first time that I thought 'Right, now we could have a go at this was about seven or eight hours later when there was a huge almighty shunt at a restart down the hill. I don't believe in luck, but I was in the middle of cars, dust and shit going everywhere. And suddenly the cars all parted and I came straight through, and it was 'Thank God for that!'

"We came into the pitlane because there was so much debris on the circuit. As they took us through the pitlane I could see the cars ahead of me, and I could see the leaders and I counted up that we were sixth or so, and I knew we had a car that could win. But certainly at that first point of impact before the race, the answer is no."

MN; Would you call that the race of your life?

AM: "…No! but I would definitely call it one of the best recoveries of my life! No question about it. From a driving point of view the beginning wasn't the best but the end was pretty good."

Question: If you could experience it again, what car would you like to drive again?
Simon Armstrong
Via email

AM: "Audi R10…"

MN… Wow – That was a pretty instant answer! The second part of that question is: 'what corner would you like to drive again and be strapped in what car to face it?'

AM: "Oh right. Now… Esses at Suzuka and the R23 Renault Formula 1 car from 2003. That car was so hooked up through those Esses. It was incredible. You turned in and it went and it was just beautiful.

"The Audi R10 was the best I've driven"

Allan McNish

Photos: Motorsport Images

Petit Le Mans in 2008 was an epic comeback

"The other one, and despite saying just now the Audi R10 was my favourite car, but I will say the Audi R15. It was the first race I ever did at Sebring and it was against Peugeot. That car was the most balanced car I have ever driven around there. I remember coming up to pass a P2 car and thinking 'right, Turn 1, around the outside we go'. I had never attempted anything like that before, but we had to start making some headway. The car was absolutely underneath me.

"So short answer Sebring Turn 1 R15 or Esses at Suzuka R23."

Question: Have you grown into that McLaren suit yet?
Lee Newton
Via email
AM: "Hahaha! Lee is a good friend, and he would have definitely grown into it before me, that's for sure!

"The first McLaren suit I had at the first test, was actually one of Alain Prost's. And the first seat I used was Prost's too. We are very similar height! It was pre-everybody being super professional. It was a case of 'what's in the cupboard, do you fit it that?'

"Those suits were definitely not slim fit. They were Stand 21 and they definitely had an air of bagginess about them! But clearly nowadays with weight reduction and everything else then… And look at the haircuts – we all could have saved weight there. Those were shocking, but that was fashion back then. Even mullets were in fashion."

Question: Have you any idea of how many laps you have done at Suzuka in your life?
Thomas West
Via email
AM: "No, I don't, but considering I never raced in a Japanese championship, I have been to Japan so many times. With McLaren we were going there with the V12 development and we were going there for three days every month, for 18 months, so with other things as well at Suzuka it will definitely be a lot!

"The circuit hasn't changed very much since then. It's really only the final chicane and 130R that's changed, and I think I may have had a little bit of a hand in that!

"Everything else is as it was, and should stay that way. That's one of the things I've always liked about Suzuka is that it is still as it was.

"I was back for Friday testing in 2003 for Renault, and to be honest with you 130R wasn't quite the same. It's a different profile. It wasn't the corner's fault that my Toyota didn't have quite enough downforce! I was trying to keep it flat…"
MN: If you could own one of the cars that you raced, which one would it be?
AM: "The R10 was my favourite ever car to drive. It was a beast. It was clearly a car that you needed to get hold of and throw around. If you were passive with it, it would take over and would rule you. And then it would be like sitting in a roller coaster just holding on.

"It had double the torque of an F1 car, huge power, quite a bit of weight and it was an unwieldy beast at the beginning. But it was very satisfying to tame, and at the same time it gave us a lot of success. Dindo and I won in '06 and '07 American Le Mans with it, we won Le Mans in '08 – we could have had that in '06 and '07, but anyway – but '08 was its final race. And that's partly why it links everything together because we were very fortunate in '05 racing at Lime Rock to give the Audi R8 its final

continued on page 22

McNish celebrates his incredible victory alongside Emanuele Pirro and Dindo Capello at Petit Le Mans

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FEATURE

McNish loved the balance of the Audi R15 machine

McNish says that he enjoys painting a picture of a grand prix with the BBC radio commentary he's tackled

race, and Dindo and I won it. Then we were very fortunate in a way to give the R10 its final ever race and Dindo, Emanuele and I won that one as well, after a bit of controversy shall we say."

Question: I loved you as a BBC Radio 5 Live commentator, with great insight. Did live commentary match the buzz of racing for you?
Rihanna Myers
Via email

AM: "It was very close, and it was something that was probably very good to take you down from that peak level of intensity. When you are commentating, especially live, you get one hit at getting it right on the first lap – the same as you do when you are a driver. You have one go at hitting the brake, getting the turn in and everything else.

"And it was a very similar process of preparation. Maybe the other members of the commentary team were less than enthusiastic about my level and desire to prepare and have meetings and debriefs and these sort of things, but in general I like to prepare in the same way.

"I did find it very satisfying when you come away from it knowing you actually got those messages across and told the story. And it's very different from radio to television. I really enjoyed the radio because it was bringing to life the pictures in people's minds. That's very different to saying 'as you can see…'"

Question: You have driven everything to F1, but is there anything that you haven't driven that you'd like to have, like rallying?
Julia Weston
Via email

AM: "No, not rallying, but the one thing I did once in Morocco was I had a run in the Volkswagen Tarek Dakar car, and that was absolutely brilliant fun. Such a different discipline. Three weeks in Dakar, as it was still in Africa at the time, was a bit too much for me in reality.

"Something like the Baja 1000 has always had a little bit of romantic appeal, but again, you've got to commit to it. That commitment isn't just turning up and having a bit of fun. That's the area where, for me, if I was going to do it I know for a fact I couldn't just do it for fun.

"But in general, no. I had pretty much of a blast at everything, whether it was an off-shore powerboat, Le Mans, F1, Indycar. When I think about it, I've been fortunate to have a blast in pretty much anything I've wanted to."

Question: Did you have any superstitions in the build-up to a race?
Julia Wallace
Via email

AM: "I did, and I think everybody probably does…but then those superstitions went out of the bag when I got beaten in a race! Then I'd think 'Superstitions… What a load of crap that is!'

"There is a point where sometimes you do things and it becomes habit-forming. And you've got to be very, very careful that then something doesn't upset you out of that habit, especially if it's in the preparation phase.

"Then again… If I had team-mates that I knew had superstitions – and this might not be totally sporting, but – I would maybe do a little something to knock them off their train. If I knew they

With Capello, Dr Ullrich and Kristensen at Le Mans 2008

really needed to focus and concentrate and I didn't, then I'd go up and speak to them before they got in the car. Of course I was just being a very nice and polite person.

"But myself, I actually did need to concentrate before I got in the cars and focus on myself as opposed to them.

"Superstitions were fantastic when you were winning but the chances are you aren't going to win with them all the time, and they become just a little bit of a crutch, a crutch that is basically in your mindset to go racing. And I'm not a big fan of crutches.

"The longer I went in to racing, the realisation that actually a crutch of any sort like the need to see somebody giving me the thumbs up before getting in the car, or the need to get in the car from one particular side… It's all there just to support you in one way or another. No, not into that…of course once you get to sportscars, you can only get in from one side anyway.

"I tended to have a habit of putting my left glove on before my right glove, but I genuinely think that's because I'm right-handed, so it's just a natural way of doing it. That's probably as close to a superstition as I ever got! I had done a thing when I was in karting too, until I got annihilated by someone and then realise that was codswallop!"

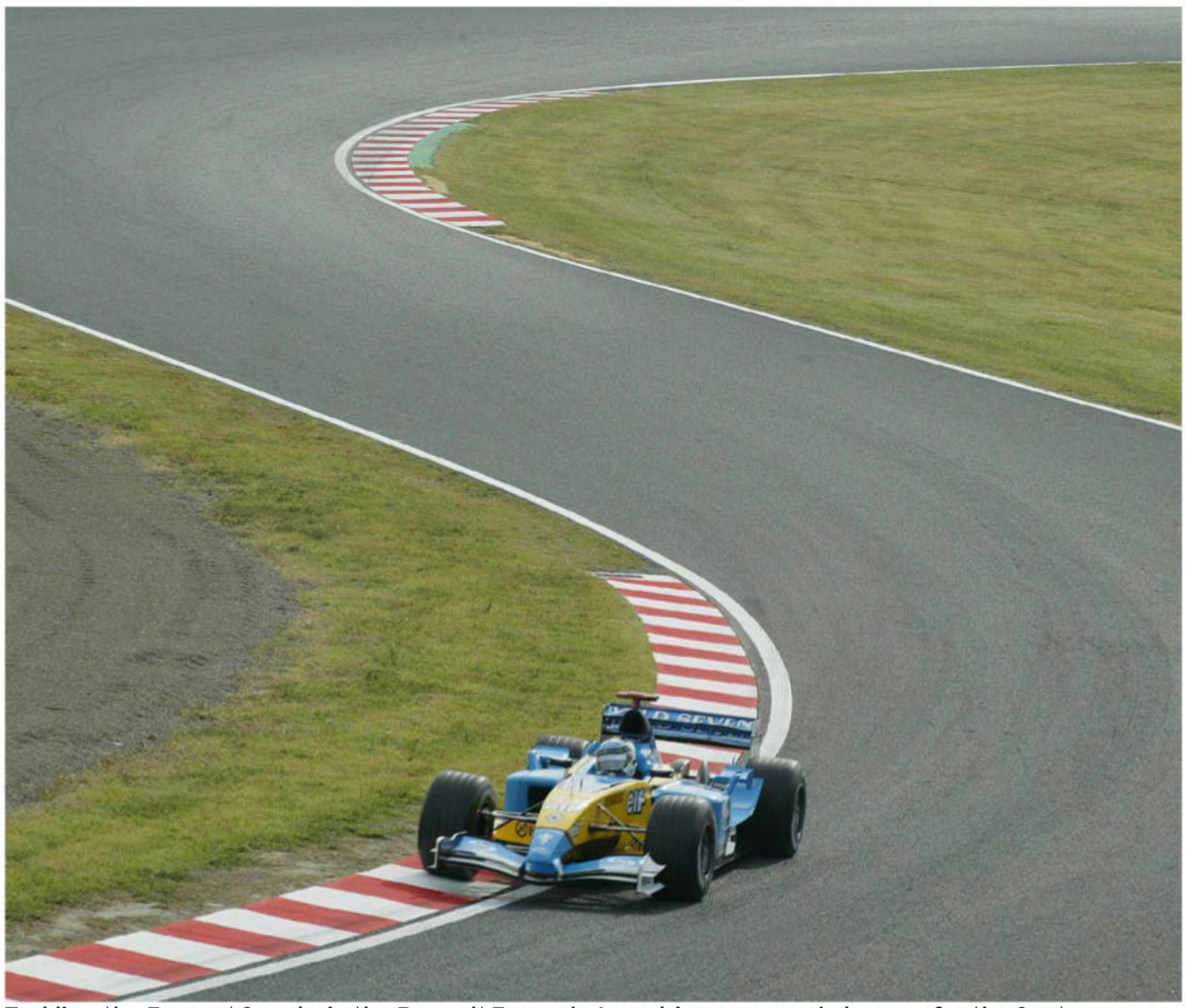
Question: Have you ever been star struck?
Jonny Dean
Via email
AM: "Oh yes. Many times. One was Kenny Roberts. It was at Goodwood, and I love it because it's where you see all of your childhood memories in reality.

"You see the cars, the bikes and you see the original people driving or riding them up the hill. I'm very lucky. My mum and dad loved motorbike racing. They went to the Isle of Man and other races, and I had a picture of me with Kenny Roberts when I was about 11 years old, and I'd never met him since. Then I saw him at the hotel at Goodwood having a cup of coffee on his own out the back. It was a sunny day. I was like 'What do I do here?' I just went up and said 'excuse me…' And then we chatted away. I was thinking afterwards, 'That's King Kenny! I've just been speaking to King Kenny!'

"The other one, and I guess this all leads to bikes, but Giacomo Agostini. I went to the Isle of Man. My dad was a big Agostini fan – he wanted to be Agostini. My mum just wanted to be with Agostini! I first met Ago at an event in Vienna, and that for me was huge. I phoned my mum directly afterwards and said 'mum, you'll never guess who I have just met'. She was 65 at the time I said 'Ago'. She was like, well… I could only say 'mum… calm down. Easy tiger!'

"The Baja 1000 has a certain appeal"

Allan McNish


Tackling the Esses at Suzuka in the Renault Formula 1 machine was a real pleasure for the Scotsman

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FEATURE

McNish had picture with Kenny Roberts

McNish's mum was delighted when he met icon Giacomo Agostini

"Then I phoned Dindo, who calmly said 'yes, I sell him cars all the time'… For me it was a really big thing. It might be a few Euros profit for you Dindo, for me it was a big thing.

"I have been so fortunate to meet so many cool people, some famous, some not famous but just the breadth of people we have met through our careers I think has absolutely been one of the best take always of being in this sport.

"You can win trophies, but the memories of the things you will sit back and talk about – which clearly my son will look at me as if to say, 'yes right dad, on you go…'"

MN: It seems your family was basically bike racing-led. How come you didn't become a motorcycle racer?

AM: "Fundamentally… because I was too small. Around our area there were two things. There was road racing, because you had the North West 200 and you had the Isle of Man. The North West was probably 80 miles away, 65 miles to Stranraer across the water to Belfast and as the crow flies the Isle of Man was 25 or so miles away, so there was a lot of road racing, and it was also very rural. The roads were beautiful to ride bikes on.

"I did motocross, or scrambling as it was called back in the late 1950s, early 1960s. I'd grown up on farmlands and I had a little scramble bike when I was a kid. I did a few races when I was maybe eight or nine years old. And I had to move to the next category because of my age, not because of my height.

"Going to the next category there was actually a thing where they had twin shocks at the rear. But then the technology was thinking forward and they had a single, which was called a cantilever suspension so it was a single shock and that meant the seat height was so much bigger which meant they could get a bigger tyre in. In motocross that was really important – big tyre, your weight distribution and so on.

"Unfortunately with my tiny little frame, my feet not only didn't touch the ground, they didn't even touch the pegs. Effectively my backside was sitting on the seat, and my legs were dangling like the very small kid that I was. So that all got knocked on the head.

"Then I got a trials bike that I played around on. It was very 'torquey', but it was bloody boring as it was too slow. It was from that which led me to four wheels as opposed to anything on to two wheels. So it was mainly height related. This was before there was any type of circuit racing as a junior on bikes, it wasn't that sort of era. I never went away from bikes in my heart, because I've ridden bikes all my life. But I did go away from thinking about it at any competitive level, because I was basically a short arse!"

Gloves on: in a certain order

MN: With all that in mind can you ever imagine racing the Isle of Man?

AM: "No, no. I couldn't. One of our mechanics, Brian Hamilton, was killed on the North West. From that point of view it brought back the severity and how dangerous it was. I can't imagine ever doing it myself to be honest with you. I also don't think I ever had the skill for it, there is no question that's a totally different skill level. In so many ways bike racing was in my blood. It's in my blood to be watching it and to be awe-inspired by it, but not in my blood to be competitively active in it.

"When you talk about bikes, I actually find that even riding a motorbike now, it's one of the few places where I can get away and get freedom. It's me, the helmet, the bike. No phones, no contact. Just you. I'm not riding quick or trying to win MotoGP, I'm just enjoying the riding and the precision of it.

"At the end of the day it's a lot about precision as well. The lines are clearly

"I wanted to be a bike racer, but I was just too small"

Allan McNish

McNish spent time wearing Alain Prost's overalls

different on a bike, just making sure you are nice and free and flowing. It's still a massive passion and enjoyment to ride. To race or even give it hell on a race track, that's a different kettle of fish.

MN: Have you done a trackday on a bike?

AM: "No. I was always a bit frightened by the idea. I was speaking to Marino Franchitti about two or three years ago, and we were talking about just that. I was always very frightened that my competitive mentality would come in, and then the stopwatch would become king. And honestly, I don't bounce as well as I used to, so I now try to keep away from anything that drags me into that competitive level where I may step over my boundary lines."

Question: Have you ever sneezed in a race car?
David Alan
Via email

AM: "What a great question! I don't sneeze very often anyway… Do you know, I don't think I have actually. I cannot think of any time. If I have, it would have been at Le Mans. At Le Mans in June you've got a lot of pollen around, but I've never really suffered from hay fever, and I know of some drivers who have.

"I don't think I've sneezed, but I have tried to do everything else you can do in a car, and not always achieved it!

"Certainly lifting the visor and rubbing my nose, that's more of an itch because everything gets so sweaty, with the balaclava you just want to get rid of the itch of get rid of a bead of sweat. Salty sweat in your eye is not what you want when it takes half a lap to get rid of it.

"That is such a great question. One I have genuinely never thought about! Can you imagine having multiple sneezes? Boom, boom, boom…. they aren't in your control. Or having that at somewhere like Indy at 230mph? By the time you have sneezed at Turn 1, you will be in the Turn 3 wall almost certainly without many wheels on your car! At least at Le Mans it's a 20-second straight so you have plenty of time to get your sneezes out of the way."

Question: I loved your first Motorsport News Q&A and am glad you are happily retired with your family. I'd love to know if you kart still?
Lenny Wallace
Via email

AM: "No. The last time I went karting was with my son Finlay, and the little shit overtook me into the hairpin, and I struggled like hell with that. I do have to say it was a bloody good overtake. I didn't see it coming, didn't hear it coming, I didn't feel it coming… And boff! He went down the inside, it was robust.

"Actually, thinking about it when I was his age karting if I got overtaken, I would always try and get straight back at it. It wasn't a case of settling down, as I thought that was always the best opportunity of getting the place back was while they were trying to sort themselves out in their head while they had me coming back at them.

"We came to the next corner… so I had to do that to Fin! I sort of muscled my way past – which probably wasn't very fatherly, but very educational for him. I'll put it that way!" ■

The challenge of the super-fast 130R corner at Suzuka is not something lost on the flying Scotsman

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FEATURE

SEVENTH HEAVEN FOR BOGIE

A record-breaking seventh Scottish Rally win puts David Bogie in the pantheon, says Nick Garton

Fastest on every stage, Bogie broke Scottish record in style

Man of the moment: David Bogie is enjoying a relaxed 2021 season

It was entirely fitting that the 75th anniversary running of the RSAC Scottish Rally should have produced a record-breaking victory for one of the leading lights of the national sport, David Bogie. The 34-year-old from Dumfries became the first man to surpass the record of six overall wins set 46 years earlier by Roger Clark, further cementing Bogie's own position as the benchmark for speed in Scottish rallying.

With five Scottish national championship titles and the 2011 British Rally Championship to his credit already, Bogie has little to prove to anyone. Yet setting this new record on his country's blue riband event will long remain a special achievement: not only that but it was a victory taken in style, winning every stage on the truncated single-day event.

"It's definitely something that I'm very proud of, although I would always be quick to say that it's not like the achievement of Roger Clark," Bogie told MN.

"The event back then was four or five days whereas for us now it's very much a sprint rally. But at the same time, I've not got the choice: there's no chance to compete on the sort of rallies that Roger did all those years ago, you can only compete on the rallies that are available to us today… it's great to make history in whatever you do so it will always be something I'm proud of."

As British rallying emerges from the long and painful shadow of a global pandemic, the 2021 running of the Scottish Rally was carried out in the absence of spectators and all the atmosphere that has for so long been associated with the event. Like many in motorsport, the eventual rally winner is working from a clean sheet at the present time until normality is restored.

"Obviously it's been a bit of a strange time throughout Covid," Bogie says. "I've kept busy work-wise, which has been good, but our plans have been up in the air. We sold our Skoda Fabia prior to lockdown, so we always thought that when rallying came back we would assess it… the Mini was a hire car, I've used it once previously on the Galloway Hills Rally back in 2019, which we won, so it was quite an easy choice to make," says Bogie.

The Prodrive-engineered Mini Countryman never really achieved what it set out to in front-line service, although Dani Sordo took victory on the 2012 Tour de Corse in a Super 2000-spec car when the event was part of the Intercontinental Rally Challenge. Nevertheless, it remains a potent choice among the field of older WRC and modern R5 machines that populate the sport at a national level.

"I had the choice to use a Volkswagen Polo R5 car and of course I spoke to McGeehan Motorsport regarding the Mini as another option," Bogie says.

"With my other commitments, the only chance I would get to drive a car would be the Friday, the day before the event, so I made the decision to go with the Mini because of my previous experience from the Galloway Hills.

"I knew the set-up of the car, I just had concerns that if I tried something new to me and I wasn't happy with the set-up or if for example I didn't get many miles on the shakedown stage, I would be going into the rally completely learning a new car. To be honest I don't regret my decision: the car was fantastic throughout the event and McGeehan Motorsport are always good to work with and it never missed a beat."

Despite being two-for-two with the McGeehan Mini, Bogie remains a passionate advocate for R5 rally cars and the competitiveness that they have brought to rallying in Scotland and around the world.

"I've used the Fabia previously and the Ford Fiesta prior to that and, to me, the R5 concept just hits the nail on the head for national rallying," he says.

"It's good performance at, I'm going to

Corsica in 2012 was Mini's big win

"I'm still as passionate about the sport now as I was…"

David Bogie

Photos: mcklein-imagedatabase.com, John Fife, Jakob Ebrey, Eddie Kelly

Bogie beat WRC star Elfyn Evans to 2011 BRC

Flying start: Mitsubishi was Bogie's first winner

Passion project: Bogie's Escort is a real screamer built for Tarmac

A worthy successor to Clark

MOTORSPORT NEWS says...

Clark was a giant

Back in 1996, this scribe was new to the whole experience of rallying. It was a sport I thought that knew well thanks to the fantastic TV coverage on ITV and the BBC that I relished as a kid, but going on event was eye-opening for a youngster raised in the world of circuit racing.

For one thing, much of the day was spent amid a grand prix of PRs, media, service barges and officials all standing on their doorhandles as they raced across the countryside, dodging fan traffic at every turn (and just occasionally the local traffic constabulary lying in wait).

Then there was the experience of walking up a live stage, leaping into the nearest available bush or ditch whenever the marshals blew their whistle, then plodding onward when the all-clear sounded. It was like being under enemy fire compared to a day out at Silverstone, but it was thrilling.

Yet easily the most terrifying thing of all was encountering either Roger Clark or Pentti Airikkala in the bar at the end of a rally. These were giants of men whose achievements were writ large on the annals of the sport and when they held court the entire room was rightly in their thrall.

The sport has changed considerably in the passage of a quarter of a century, but David Bogie's new record of seven wins on the Scottish Rally deserves its place in the pantheon alongside those set by the great stars of the sport's proud past. It is a record well broken, and Bogie's done it in style.

Nick Garton

say, affordable costs to many. It's still very expensive, I would never suggest that it's not, but if you look at the number of R5 cars out there, you've got the Hyundai, the Skoda, the Volkswagen, the Fiesta and all the various marques and the cars are so closely matched in performance terms. Because the costs are capped they are all also very similar. So R5 really is the future without doubt, and I can see myself going back that way."

With three of his Scottish Rally wins coming in R5 machinery, and with this year's top 10 largely populated by R5s and the updated Rally2-spec Ford Fiestas, it is easy to understand Bogie's enthusiasm for the category. Indeed, it was in an R5 that Bogie got to savour his most satisfying win on the event to date.

"Probably when I won it as a BRC round [in 2017] was a stand-out in terms of satisfaction," he says.

"We went into the final stage and I was 0.1 seconds ahead of my team-mate, Fredrik Ahlin, so that was the year when we managed to win it on the last stage and it was a real achievement to have won it in that way. That's probably my favourite Scottish Rally that I've ever won, although they're all incredibly special to me."

One thing of which Bogie is acutely aware is how much rallying has changed since Roger Clark set the previous high water mark for success on the Scottish. Much like the World championship, the number of stages and the relentless action through day and night that typified British events of Clark's era have now gone, but the calibre of driving remains unaffected.

"I suppose the older generation can say that rallying today isn't what it was back in the 1970s and 1980s, and they might be right, but we've got to move with the times," Bogie says.

"Now looking ahead, it will likely mean hybrid vehicles and electric vehicles and if that means that rallying is still here for the next generation then we should be pursuing it. I like to think that I'll have kids someday and that they, and maybe even their kids, may take up rallying one day. So we just have to make sure that the sport is able to continue way into the future.

"My father rallied very successfully prior to me, and he was still competing in the very early stages of my rally career, so I've been a petrolhead pretty well all my days. I never wanted to race go-karts or follow Formula 1 particularly, I'm very much a rally man and I'm still as passionate about the sport now as I was a way back then. So, yeah, I think I've got a lot of history in Scotland, it's nice to be part of that and to help the sport move with the times."

Family is very much at the forefront of Bogie's thinking in 2021 and is as much of a reason why his season is being run on an ad hoc basis as the lingering tendrils of Covid. Thanks to the stop-start and open-closed nature of British life over the past year, his nuptials are the priority before another season-long campaign can be planned.

"I will be getting married this year – at the fourth attempt! – meaning there's obviously commitments to that and commitments to work, so it doesn't look like I will be buying a car this year," he says, looking ahead.

"I'd love to do Mull in October, there's going to be more Scottish championship events and some very interesting events in Northern Ireland that I'd love to do but I'm just taking things event-by-event right now and we'll see where we get to with it all. But my first priority has to be getting married.

"My sponsors are sticking with me. They know that next year we will go at it differently, put some proper PR behind it, but I've never had this relaxed approach for a long, long time. It's actually very nice!

"I've got none of the pressure of having to test prior to this rally or chase after that championship. I'm relaxed and I'm enjoying it, and the plan is to enjoy this year and then hit the ground running next year feeling fresh and ready to go for it."

This approach might mean that Bogie's compatriots in the Scottish rally community may look forward to some additional silverware in 2021, but while he is not committed to a season-long campaign, Bogie has also been out on the stages in an astonishingly rapid home-made Ford Escort Mk2.

"I've been using my Escort for some Tarmac events this year," he confirms. "The car's fantastic, I used it in Argyll and unfortunately went off the road over a sequence of bumps and finished up going into a ditch.

"It's been a challenge to adapt because the Escort's left-hand drive, rear-wheel drive for using on Tarmac, then the Mini was right-hand drive, four-wheel drive which I used on gravel. So it's quite fun jumping between the two, but the challenge is what makes life exciting.

"Rallying in Scotland remains very well supported. The future's bright. The Grampian Rally in a few weeks' time is going to be non-spectator event and that doesn't sit well with everyone but hopefully it's short-term pain. We need to sustain it then we can be back to normal in as short a time as possible, which we're all looking forward to."

Bogie is an advocate of the R5 formula for cost-effective rallying

Celebrating Scottish Rally landmark with co-driver John Rowan

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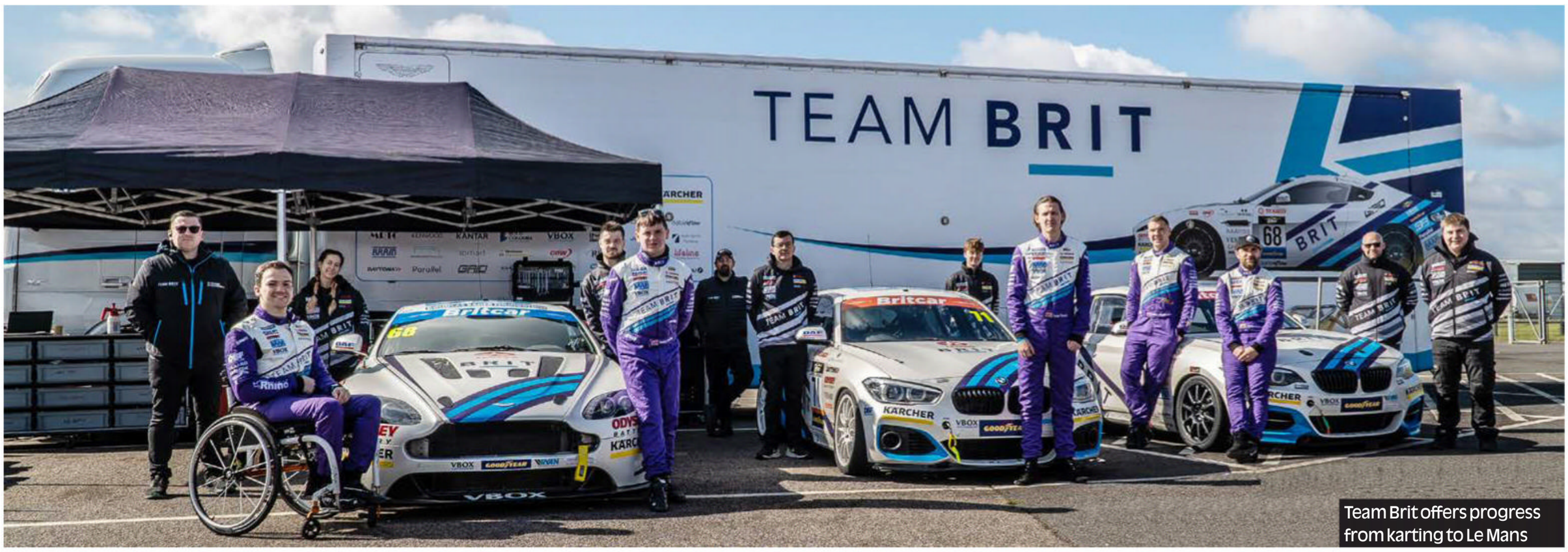
FEATURE



Team Brit offers progress from karting to Le Mans

TEAM BRIT

SCALING THE MOUNTAIN WITH DISABLED RACERS

The all-disabled UK team is transforming lives, pushing back technology boundaries and winning races. Now it has Le Mans in its sights. Graham Keilloh finds out more

"Britain leads the way. There's more disabled racing drivers in the UK than the rest of the world put together, and over half of those started with us."

The words of Team Brit founder Dave Player. "Motorsport is the only sport where disabled and able bodied compete together on a level playing field," he continues to Motorsport News, "and in the Paralympics you've got 10 different classes for different disability, so this is the very unique thing about motorsport. With technology, able bodied and disabled can race together."

You may well have noticed Team Brit's cars competing on British circuits in recent times. The team grew from a karting charity called KartForce, providing team endurance racing for injured military veterans.

Team Brit, the all-disabled car racing team, formed in 2015. It raced in Fun Cup then the BMW 116 Trophy. Now it competes across several Britcar classes, and has won twice in class this year with Bobby Trundley and Aaron Morgan racing an Aston Martin Vantage V8. Now the team is set with Trundley, who has autism, and paraplegic Morgan to compete in the British GT championship's GT4 contest next year in a McLaren 570S, aiming to make its category debut in 2021's season closer. And all this is a stepping stone before the squad's ultimate aim of competing at the Le Mans 24 hours.

"We never imagined that within five years we'd go from zero to racing in British GT," Player adds, "and all these doubters said that we'll never make it, it's ridiculous. I remember somebody saying how ridiculous it was for us to say that we were aiming to race at Le Mans.

"This is what British people do, for some reason it's part of our DNA, if there's a mountain to be climbed we'll be the first one to climb it. And this is what Team Brit is all about, there's no other team like this in the world."

The team has an association with its driver Matty Street's karting track and squad plus offers opportunities for trackdays as well as in the Javelin Sprint Series – a one-car trackday sprint contest. This means potential Team Brit progression all the way from your first kart session to car racing.

This focus on providing a driver's ladder is why it chose Britcar for its current racing. Player says: "Because Britcar expanded to have Britcar Endurance and Britcar Trophy, it would be much better for us to race on the same weekend, that makes it much more cost effective.

"So what we've got now is a stepping stone. In Britcar Trophy there's three classes, we've got a BMW 118 in class 3 and we've got a BMW M240i in class 1, next year we should have one in class 2 as well so we'll have a stepping stone for rookies to start at the bottom of the ladder and know that there's a progression, for them to keep aspiring to, and then the Aston Martin is in class 4 in endurance, so there's four different seasons."

With these opportunities, its own driver academy as well as sim access plus coaching provided by the likes of Max Coates, Jamie Falvey and Abbie Eaton, driving skills are of course developed. But that's only part of the benefit.

Trundley tells MN: "They've [the team] made me who I am. Before I got with the team I was shy, I couldn't really speak that much, now look at me, I'm able to speak to you but also I've grown my personality and my confidence has grown. It's changed me, like it's changing so many other people and it's just an amazing environment, I absolutely love the guys here."

Player adds: "None of that would be possible if it weren't for our team, we're such a fantastic team. Each one brings such unique skills to the table that it's like a car, if a car doesn't have wheels it's not going to go, if a car doesn't have a steering wheel it's not going to steer, and this is what we're like.

"When Bobby won his first race, and it's his first time he ever raced in a car and he won by 15 seconds, and he's jumping out the car, I got a bit emotional so I hide in the corner. And he saw me in the corner and came running, it's like a kid running towards his dad, and he jumped into me. All the hard work, especially Bobby with his autism that he suffers so much with his anxiety and the mental stress that he has to go through every day, that just makes it all worthwhile."

Team Brit racer Andy Tucker, who sustained extensive injuries when knocked off his motorbike, then spent "six to seven years in and out of hospital", tells MN: "The massive benefit for me actually having mental health issues is just the enjoyment that I get out of [racing] and the therapeutic side of things. Because of the amount of adrenaline and endorphins that you get it subsides all of the bad stuff and helps you progress."

And help for disabled racers is in itself only part of Team Brit's tale. Stretching back to its KartForce days, the team also has a major focus on developing suitable hand controls for its competitors.

Player says: "It's a shining example of British engineering, we wouldn't be able to do what we're doing unless we had this amazing example of British engineering."

And there is a particular consideration, that the system has to work for the full range of disabilities among Team Brit's drivers.

"Designing hand controls for one driver like Billy [Monger] or [Alex] Zanardi is already a challenge," Player continues, "but to design it to suit a team of drivers of all different disabilities, that's the real challenge.

"Al [Locke] designed the system where the pedals still work, the hand controls work, so it suits almost every disability that we'll get. So one leg, left or right, one arm, we've got a guy coming today who's a hemiplegic, so he's got use of his left leg and his left arm, so he'll brake with his left foot, steer and throttle with his left hand and change gear with his left thumb, and he'll jump out the car and another driver will jump in and no changes will be needed."

Locke takes up the story: "When we started we were using the normal hand controls that every road car has which is a push lever, you can push it to brake and pull to accelerate. That's fine for a road car, but in a race car it's very different.

"If you can imagine Bus Stop chicane at Spa you go in there fifth or sixth gear, down to second or first gear while you're on the brakes and you're trying to overlap the throttle to balance the car and you're on full lock, you can't do it when you're with the standard hand controls. So we set about developing a set of hand controls that really levelled the playing field for our drivers and allowed them to compete in a way that it wasn't a hindrance."

The system gets rave reviews from those who use it. Tucker says: "having the accelerator just behind the steering and the brakes behind the steering wheel allows us to keep our hands on the wheel at all times whereas a standard push-pull lever really just doesn't cut it in the world of motorsport, so they're an absolute God send."

When talking to those at Team Brit the importance of a 'level playing field' comes up frequently. And at this team it manifests more broadly.

Locke says: "We wanted to go and race in a championship where every car [was the same], and we chose the 116 Trophy. They said to us when we entered, because everyone else is using the 1.6-litre engine and the manual gearbox, you won't be able to control the manual gearbox with hand controls, we will compensate by letting you use the 1.8-litre engine.

"But for us to go out there and prove we were on a level playing field it wasn't an option: if we were winning races it's

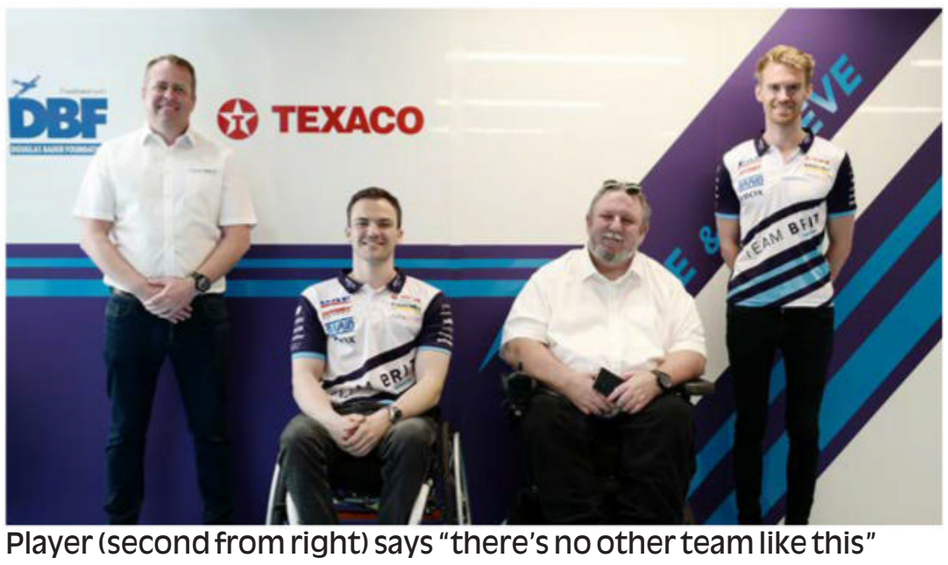
The Team Brit BMW M240i is just one rung on its Britcar 'ladder'

"People see us as worthy adversaries, and that's powerful"

Photos: Darren Cook, Stevie Borowik, Peter Markwick, Justin Hast

The Vantage won at Oulton

Morgan (l) and Trundley (r) are moving to British GT with the team



Player (second from right) says "there's no other team like this"

Britcar progress leads to Vantage

because we had the larger engine. And so we decided very quickly to find a way of controlling the H-pattern gearbox and it was very difficult system to develop, it took us a long time to get our heads around that. [It] was a big step to us to get to the point where we can prove that technology isn't a boundary, whatever we need to do we'll do it in order to make sure that we're on that level playing field."

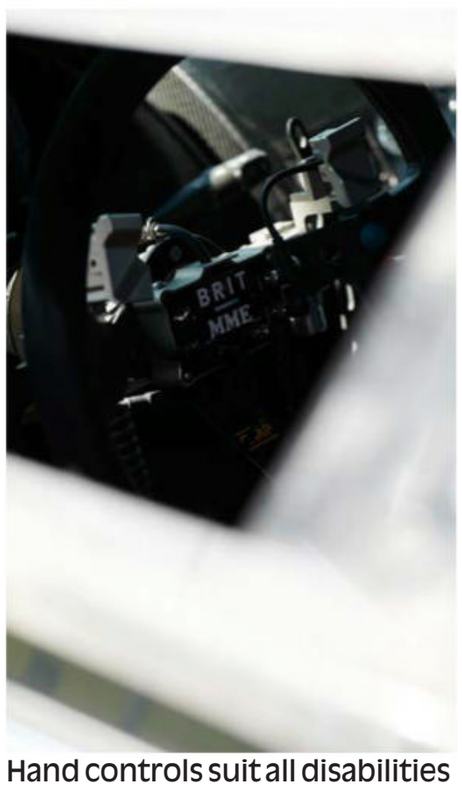
The mantra applies to the team's Le Mans ambitions too. "There's a Garage 56 entry," Player observes, "[it] is a wildcard entry, a non-competitive entry that they use for prototypes and unusual non-competitive races. Now we're not looking for a Garage 56 entry, we want to earn our place on the grid and we want to be competitive, not just take part. We're very British, proud, we don't want to be given a place."

Locke adds: "When we first started racing, we'd get guys coming over from other teams [saying] 'it's really nice to see you here, it's great you guys having a good day out,' and then that very quickly changed when we started beating them.

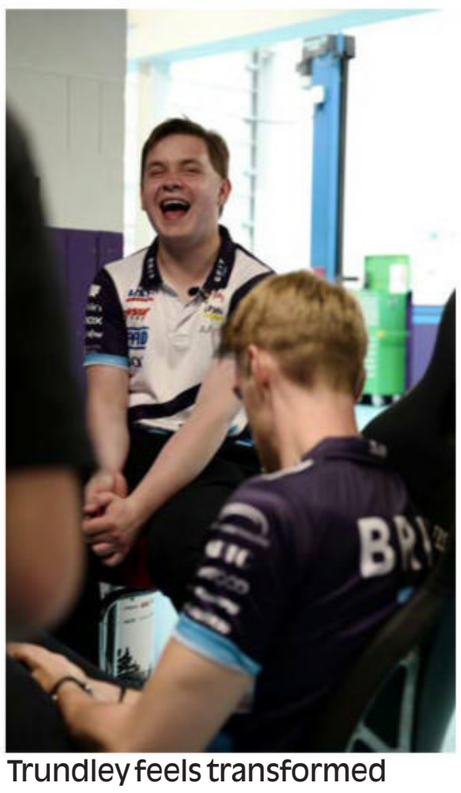
"People start seeing disabled competitors as worthy adversaries which they hadn't previously which is a really powerful thing in terms of normalising a disability, it's a great leveller is motorsport."

Player concludes: "I broke my neck diving into a lake two years after I left the army, and I've been involved in setting up businesses and stuff like that to survive basically. Everything I own, I've bought with money I've earnt from my own ideas.

"I've had lots of failures but lots of successes and I've travelled the world and that's the message I want to send to the next generation of disabled people is that you can get in the driving seat of your life, take your life where you want, or you can be a passenger and complain, you'll never get to the destination you want." ■



Hand controls suit all disabilities



Trundley feels transformed

Tucker gets mental health boost

Keeping a note of your travels...

Sister eTeam Brit gives opportunities to more disabled racers

Team Brit's electric dreams

Just like Team Brit, its sister eSports team eTeam Brit is not like other squads. "You sometimes see eSports variants of other teams but a lot of those will be basically riding off the name of a big real-world team," eTeam Brit manager Max Spooner tells MN. "We are very much integrated into Team Brit."

And the sim racing team, that competes in wider contests as well as holds its own competitions, chimes with Team Brit in a wider sense: boosting motorsport accessibility. "For some people, motorsport it's just too expensive," Spooner adds. "Sim racing is a very realistic possibility.

"Also there are some disabilities that can't be catered for in a motorsport environment. One [of our drivers] has chronic fatigue and also has a liver condition so he wouldn't be able to drive a real race car because his condition just wouldn't allow it. So for him sim racing is important.

"It's just been going from strength to strength; we want to grow the team so that we can bring more people in.

"eSports is growing at a crazy rate, it's the fastest growing sport in the world and I reckon next five years will be the biggest sport in the world. And for us it's going to get to a point where the eSports is going to be as big as what we're doing here [at Team Brit]."

And might we see at Team Brit a sim racer graduate to the real thing? "It's a very difficult thing because of the cost involved," Spooner cautions. "But we are the most geared up to do so because we have the team that we can integrate them in to. Sandro [Ballesteros], one of our drivers, as he gets older I'll be wanting to try to get him into a Team Brit car."

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RACING REPORTS

Photos: Andy Manston

HRCR: COTSWOLD STAGES BY MARTIN PHAFF — AUGUST 1

Crosby and Pullan were on fine form in the Cotswolds

The Volvo P54 of Dan Willan ran well but was beaten to ultimate glory

CROSBY AND PULLAN BEAT THE OLD FOE

The winners of the Cotswold Historic event, Paul Crosby and Andy Pullan (Porsche 911), had a day-long battle with Dan Willan and Ali Procter (Volvo PV544).

Crosby and Willan share a Citroen 2CV for 24-hour racing so it was only natural that they'd be desperate to put one over on the other from the start.

Third place in the final results went to Matt Warren and Ryan Pickering (Ford Escort) Warren bemoaning the fact he hadn't rallied in two years and Pickering noting he'd had an even longer sabbatical.

From the start at the Cotswold Edge Golf Club, the crews were immediately pitched into the first test, which was a farm track.

Willan/Procter proved they were wide awake taking the top time from Steve Head/Graham Raeburn (Ford Escort). The dubious honour of first retirement fell to Martin Short/Martin Phaff (Fulvia) with coil and distributor woes. This was sportscar legend Short's first rally.

The rally now progressed with three pre-plot regularity sections based around Chipping Sodbury and Westonbirt. The first was taken by Willan/Procter from Head/Raeburn. The second went to Crosby/Pullan, who shared the lead with Howard Warren/Iain Tullie (Porsche 911) and Dave Leadbetter/Cath Wildman (BMW 2002). The third went to Darell/Nicky Staniforth (Mini Cooper S) from Crosby/Pullan.

On the last regularity, the Warren/Pickering combination lost 55 seconds negotiating a caravan within sight of the control and Clive and Anji Martin (Ford Escort) lost a control maximum of one minute in similar fashion.

Tests two and three followed. They comprised the same open airfield test run twice. While Crosby/Pullan and the Staniforths topped the times on both runs, it was Crosby who shaved the most off on the second run through. The Leadbetter/Woodman BMW suffered a nine-minute test maximum here and with an engine mount failure.

Tests four and five at Charlton Park were entertaining laps on the loose. Warren/Pickering took the fastest time from Willan/Procter. A number of crews suffered Control maximums including the Staniforths and Roger Fildes/Dan Middle (MGB) while Crosby/Pullan only lost only one second throughout.

Four more Tests followed at Kemble and Charlton Park with Willan/Procter and the Staniforths taking the first and Crosby/Pullan and the Staniforths the second, the next two were shared by Willan/Procter and Warren/Pickering

The final regularity was very difficult to plot from a hand-out as cars left the start control involving plotting a route that discounted roads that petered out while trying to maintain speed over the bumps. Crosby/Pullan and Ian Crammond/Matt Vokes (Mercedes 280 SL) rose to the challenge. A short hop through the final test, pinched by Warren/Pickering, brought crews back the Cotswold Edge Golf Club.

Results

Cotswold Classic Rally

Organiser: Tavern Motor Club **When:** August **Where:** Cotwolds **Starters:** 70.

1 Paul Crosby/ Andy Pullan (Porsche 911) 29m17s; 2 Dan Willan/Ali Procter (Volvo PV544) +52s; 3 Matt Warren/Ryan Pickering (Escort); 4 Thomas Bricknell/Roger Bricknell (Golf GTi); 5 Darell Staniforth/Nicky Staniforth (Mini Cooper); 6 Steve Head/Graham Raeburn (Escort); 7 Ian Crammond/Matt Vokes (Mercedes 280 SL); 8 James Griffiths/James Howell (Mini 1275GT); 9 Howard Warren/Iain Tullie (Porsche 911); 10 John Dunning/Henry Carr (Alfa 2000 GTV). **Class winners:** Experts, Head/Raeburn (Escort); Novice, Roger Fildes/Dan Middle (MGB); Clubman, Lewis Ayris/Kim Bannister (MGB).

MALLORY PARK: BARC BY IAN SOWMAN — AUGUST 1

TURICCKI HITS HIS STRIDE TO ZERO IN ON PICKUP TRUCK TITLE SPOILS

George Turicckl struck a decisive blow in the defence of his 2019 Pickup Truck Racing title with a win and a second place at the fifth round of the season at Mallory Park, while erstwhile points leader Reece Jones left empty handed after a race-one crash.

Jones was one of nine drivers involved in a shunt at the end of first lap of the opening race, with incidents for him and Mark Willis triggering a chain reaction that left several trucks in the barriers at turn four.

Turicckl took the lead away from Daniel Petters soon after the restart and the race developed into a pattern, with the only change of note being Allen Cooper passing Nathan Dew for third on lap 11. The race was stopped once again, with some trucks sustaining damage on a corner-marking tyre that had been nudged onto the track.

Of the 20 trucks that started the day, 14 survived for the second contest. Initial frontrunners Michael Smith Danny Hunn soon slid down the order, then Turicckl passed Petters for the lead at Turn 3. Petters subsequently spun at Turn 2, leaving Cooper to challenge.

The lead changed a couple of times, before Cooper decisively dived ahead at Turn 3 just over four laps from the end.

Turicckl's hopes of grabbing the lead back were stymied by traffic. Mark Willis took third.

Pete Sparrow maintained his 100% record in this season's 2CV championship. He took the lead of the opening race from Nick Crispin on the opening lap and proceeded to pull away from the rest. What was a six-car battle for second gradually shed participants until Nick Roads got the better of David O'Keeffe two laps from home.

The second race was a bit trickier for Sparrow, who took four laps to get to the front by passing Kris Tovey at Gerard's Bend. Tovey was left to battle with Luca Proietti for second position, but lost out on Stebbe Straight on the final lap.

Another driver maintaining a dominant run was Alex Cursley in the Hyundai Coupe Cup, adding two more victories to his Thruxton double, while James Hadfield and Jack Wolfenden shared FF1600 spoils.

Photo: Steve Jones

Mallory race-one victory boosted Turicckl in his Pickup title defence in 2021

RACE WINNERS

2CV
Race 1 & 2: Pete Sparrow

Hyundai Coupe Cup
Race 1 & 2: Alex Cursley

Northern and Super Classic FF1600
Race 1: James Hadfield (Van Diemen RF03); **Race 2:** Jack Wolfenden (Firman RFR17)

Pickup Truck Racing
Race 1: George Turicckl; **Race 2:** Allen Cooper

SNETTERTON: BRSCC BY ADAM WELLER — JULY 31

INAUGURAL SUPERSPORT RACE GOES DOWN TO THE WIRE AT SNETTERTON

The BRSCC introduced its new SuperSport Endurance Cup with a 100-minute race on the Snetterton 300 circuit.

The race-long battle for victory was fought between the Porsche Cayman of Steve Hewson, and the Lotus Exige Euro Cup R of Stuart Daburn and David Trigg. Trigg took the first stint in the Lotus, starting from pole. He fell to third at the first turn, but would lead again after a few laps; he had amounted a 12-second cushion when he pulled in to serve his first of two mandatory pitstops shortly before half-distance.

Hewson elected to press on in the Porsche, finally making both mandatory stops in the last 15 minutes of the hour-long pit window. Setting up a grandstand finish, Hewson returned to the track just under 10s clear of Stuart Daburn in the Lotus. The gap would shrink to less than a second during the last 20 minutes of racing, but Hewson held on, winning with a 2.3-second margin over Daburn. The battle for third overall was equally close in the final minutes, with Mike Nash rounding out the podium in his Seat Supercopa.

It was a dramatic day for the Mazda MX-5 Supercup. A race-one clash at Hamilton between Jack Harding and Sam Smith curtailed the duo's fight for the lead, with Harding coming off worse and finishing 10th as Smith took the win.

Smith acknowledged that he was the guilty party in the incident, and he would ultimately receive a 10-place grid penalty for race two. An inspired drive from 13th to second place followed in a soggy race two, with Smith coming home behind his team's other car, the victorious Richard Amos. Harding came home third.

Smith would take a commanding win in the third race, with Harding holding off Brayden Fletcher for second.

RACE WINNERS

SuperSport Endurance Cup: Steve Hewson (Porsche Cayman)

Mazda MX-5 Supercup: **Race 1:** Samuel Smith; **Race 2:** Richard Amos; **Race 3:** Samuel Smith

Mazda MX-5 Championship: **Race 1 & 2:** Jack Brewer; **Race 3:** Brian Trott

Mazda MX-5 Clubman Championship: **Race 1 & 2:** Matthew Fletcher

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: mkpics.net

NATIONAL HOT RODS: NATIONAL CHAMPIONSHIP HEDNESFORD BY GRAHAM BROWN JULY 31-AUGUST 1

Maritn finally managed to lift the silverware at a major

Martin (left) and Christie were the main points scorers after the heat races

MARTIN DASHES TO NATIONAL TITLE GLORY

After several years of looking like one of the men on the cusp of a big win when it comes to major championships, Derek Martin finally got it all right at Hednesford.

He qualified with a scant points lead that put him on pole, a position he ultimately turned into a dominant National championship victory. Challenger and fellow front-row starter John Christie was eliminated mere seconds after wresting the lead away from Martin in what was the winner's only real scare.

Carl Sloan led off in the opening heat with Shane Murray all over him and by on the East bend a couple of laps in. Once ahead Murray pulled steadily clear for the duration, leaving Sloan to try and fend off the advances of Perry Cooke once the youngster had shrugged off the other placemen.

Cooke passed Sloan rounding the East bend and made inroads into Murray's lead by flag fall without ever getting near enough to mount a challenge.

Jeff Riordan and Glenn Bell duelled for the lead in heat two but Bell then marched off into the distance. After that it was all about who could claim second from a hotly contested places battle. Riordan held point but with Shane Bland, Chris Haird, Lance Bowen and a host of others swarming all over him.

Haird worked his way to the head of this 10-car pack to take over second, while Martin managed to force his way past Carl Waller-Barrett to go fourth and Bowen went spinning out of seventh on the home straight, an incident that would get Jack Blood disqualified.

Blood was clearly out to make amends in the third encounter, turning his front-row start into an immediate lead that he simply built on for the rest of the race.

The remainder of the places were settled fairly early on too, with David Casey and Gavin Murray scooting straight into second and third and staying there.

John Christie made a demon launch in heat four, the Exige jumping from the second row into the lead by the first time they traversed the back straight, although his unexpected appearance alongside Mikey Godfrey's new Mazda at Turn 1 almost meant Godfrey hit the wall. While the impressive Ross McWilliam Fiesta followed Christie through to spend the entire 25-lap distance chasing the leader, Godfrey's recovery for a sterling third was noteworthy.

The fifth heat produced a flag-to-flag victory for Martin, as the Ulsterman blitzed away from pole and left the rest arguing over the places.

Heat six proved to be another flag-to-flag job but this time the winner had to work much harder. Adam Hylands got away first but soon had Carl Waller-Barrett glued to his bumper and actually looking the quicker of the two for many laps. In the end though, CW-B's car started to go off just a bit and he fell back from Hylands and into the clutches of McDonald who went by three laps from home.

All of that left Martin with pole and Christie alongside. But with row two comprising Bell and Haird, and Waller-Barrett, Billy Wood, Shane Murray, Hylands, Cooke and Rob McDonald all lined up behind, there would be no easy win.

Martin got the best of the first-turn skirmishes to head them into the opening lap with Christie tucked under his bumper and the rest streaming out behind them along the back straight, where Wood was already trailing smoke from some crumpled bodywork.

Martin swiftly broke clear to leave Christie, Bell, Haird, Waller-Barrett, Murray, Hylands et al in his wake but then Murray was out after a tangle with CW-B. Next Wood's continuing bodywork problems led him into a collision with Hylands, eliminating both men.

That left the frontrunners starting to look fairly established although with Christie closing in on Martin again, Bell some way back, Haird a similar distance behind him and McDonald around a quarter of a lap back in fifth. Christie had been back in touch with the leader for a few laps and pressing hard when a single incident decided the race.

The back-marking Marc Spence spun on the East bend right in front of the leaders. Martin had no choice but to go high on the banking to avoid him, gifting the inside line to Christie. But as the Exige ducked underneath both Martin and Spence, Spence's car rolled back just a bit – and Christie hit him.

The crippled Lotus had the lead for about 100 yards before it ploughed straight on into the West bend barriers, its steering smashed and its race run.

That gave a recovered Martin the lead back again but with an eager Haird now right with him…until Haird's back tyres started to go off. Although there was a third of the 75 laps still to run, from that point on all Martin had to do was keep going, which he managed very handily to sweep under the twin chequers a long way clear of Haird, an exhausted and unwell McDonald and just a further two other cars left on the lead lap.

RESULTS

Heat one: 1 Shane Murray (Ginetta G40R); 2 Perry Cooke (Vauxhall Tigra); 3 Carl Sloan (Vauxhall Tigra); 4 Billy Wood (Vauxhall Tigra); 5 Robert McDonald (Vauxhall Tigra); 6 Adam Hylands (Vauxhall Tigra); 7 Aaron Dew (Ginetta G40R); 8 Jason Kew (Ginetta G40R). **Heat two:** 1 Glenn Bell (Ford Fiesta); 2 Chris Haird (Vauxhall Tigra); 3 Shane Bland (Ford Fiesta); 4 Derek Martin (Vauxhall Tigra); 5 Carl Waller-Barrett (Vauxhall Tigra); 6 Jeff Riordan (Vauxhall Tigra); 7 Paul Wright (Vauxhall Tigra); 8 Stuart McLaird (Ginetta G40R). **Heat three:** 1 Jack Blood (Vauxhall Tigra); 2 David Casey (Vauxhall Tigra); 3 Gavin Murray (Vauxhall Tigra); 4 Haird; 5 Wood; 6 S Murray; 7 Bland; 8 Kew. **Heat four:** 1 John Christie (Lotus Exige); 2 Ross McWilliam (Ford Fiesta); 3 Mikey Godfrey (Mazda RX8); 4 Bell; 5 Nigel McCauley (Vauxhall Tigra); 6 Bradley Dynes (Vauxhall Tigra); 7 Waller-Barrett; 8 Cooke. **Heat five:** 1 D Martin; 2 Gordon Alexander (Vauxhall Tigra); 3 Blood; 4 McWilliam; 5 Christie; 6 Wright; 7 Cooke; 8 Bland. **Heat six:** 1 Hylands; 2 McDonald; 3 Waller-Barrett; 4 Dew; 5 Ben McKee (Mercedes SLK); 6 Wood; 7 Kew; 8 G Murray. **National Championship Final:** 1 D Martin; 2 Haird; 3 McDonald; 4 Cooke; 5 Dew; 6 Waller-Barrett; 7 Bell; 8 McKee; 9 Wright; 10 McWilliam. **NHRPA Championship:** 1 Riordan; 2 Casey; 3 Kew; 4 Hylands; 5 Dew; 6 D Martin; 7 McKee; 8 Bell.

Chris Haird worked his way up to second place in the National final

Defining moment: Martin darts for the outside of the spinning machine

Martin uses his brainpower as well as his right foot for glory

Although many seasoned observers of National Hot Rod racing had rated Derek Martin as someone who was going to produce a 'shock' win sooner or later, most probably weren't expecting it to be last weekend at Hednesford Hills Raceway.

The British Championship at Tullyroan maybe, or the European showdown at Lochgelly in Scotland perhaps…

But it was Hednesford where it all finally came together for the quietly spoken Ulsterman.

"I was trying to manage the race so I didn't want to push too hard at the start", he explained.

"So I was just keeping [John] Christie at bay and trying to keep the tyres good for the first half of the race anyway and see what happened then.

"Then we came across the spinning car and it was right on my front bumper so I had to go round the wall, but the guy rolled back and caught John so I was a little bit lucky. Sometimes you need that little bit of luck on the day."

Christie's view of the pivotal incident concurred.

He said: "Derek had no choice but to go wide and I thought I had enough room to get under him [Marc Spence] – in fact I'm sure I did – but he must have rolled down the track a bit, I hit him, and that was that."

RACING REPORTS

Photos: Steve Jones

CADWELL PARK: 750MC: BY RACHEL HARRIS-GARDINER — JULY 31

Pip Hammond made his seasonal debut and found race-winning pace immediately in the Classic Stock Hatch encounters at Cadwell Park

THE COMEBACK KINGS SHOW THEIR CLASS

Bill Cowley prevailed in the 750 Formula races despite many accidents in the races

It was a day for returning drivers at Cadwell this Saturday: 2020 champion Pip Hammond brought his Vauxhall Nova back out for the Classic Stock Hatch series for the first time this season and won both races convincingly.

The first was a dominant lights-to-flag display, but even with some resistance at the start from Lee Scott's Ford Fiesta XR2, he still won the second race in some style. Scott took second.

Paul Collingwood (Eclipse SM1) and Andy Hiley (Chronos HR1S) were the two winners in Sport Specials but it was also a comeback for Clive Hudson, who took third and fourth places in his Eclipse. Hudson had not raced for three years following a big accident at Mallory.

Both Collingwood and Hiley are regular series winners, but it could have looked very different. Martin Gambling was fastest in qualifying but broke a crank on his Eclipse early in race one, leaving the way open for his two rivals. Hiley also had problems in race one, but they were sorted in time for the afternoon encounter, which he won from Collingwood.

The 750 Formula races were plagued by accidents, but Bill Cowley prevailed in both, driving his Cowley MkIV. The first race was reduced to a single-lap sprint by a safety car, but the second was less eventful, apart from Cowley recovering from a lockup on the penultimate lap.

The 116 Trophy featured an impressive and tactical win from Lewis Tindall and Andrew Bayliss, competing in memory of team-mate Lee Hollywood. Only Tindall was able to put in meaningful qualifying laps and they started from seventh, but a decision to put Bayliss, their stronger driver, on the second leg really paid off. Tindall's steady progress to third was converted to a win. Second-placed Mark Burton and Simon Glenn were penalised for exceeding track limits, but even the extra 5s would not have kept them in touch with the leaders.

A double win for Ben Powney in the Ma7da series was not the straightforward walkover it seems on paper, as he was pushed all the way by Danny Andrew, who led the first race for a short time after Powney got a slow start. Andrew also missed a chance to capitalise on a late mistake by Powney at the Gooseneck in race one, backing out when Powney ran onto the grass. The second race was closer, although Powney fought back more quickly against Andrew after another indifferent start.

MX5 expert Ben Short won both MX-5 Cup races, despite the best efforts of Courtney Milnes, who got to the front at the start of race two. The main battles were between Ben Hancy and Ben Abbitt over the other podium positions.

RACE WINNERS

Sport Specials Championship
Race 1: Paul Collingwood (Eclipse SM1) **Race 2:** Andy Hiley (Chronos HR1S)

Classic Stock Hatch Championship
Race 1&2: Pip Hammond (Vauxhall Nova)

Mazda MX-5 Cup by 5Club
Race 1&2: Ben Short (Mazda MX-5)

Ma7da Championship
Race 1&2: Ben Powney (Ma7da Seven)

750 Formula Championship
Race 1&2: Bill Cowley (Cowley MkIV)

116 Trophy
Lewis Tindall/Andrew Bayliss (BMW 116)

BRANDS HATCH: BARC BY MARK LIBBETER — JULY 31-AUGUST 1

DARK CLOUD HANGS OVER BARC BATTLES AT BRANDS HACH FOLLOWING FATAL COLLISION

Tragedy marred the BARC race meeting at Brands Hatch last weekend when a horrific crash during the opening Pre-'93/ Pre-'03 Classic Touring Car race on Saturday contributed to a trackside marshal sustaining fatal injuries.

The incident took place at the start of the second lap after two cars collided and one was launched into a series of violent rolls before hitting a marshal's post along the Brabham Straight. The race was immediately halted and Saturday's subsequent track action cancelled.

A revised timetable was arranged for Sunday, with the Pre-66 Touring Car double-header among the highlights.

Former British Touring Car driver Alan Greenhalgh stormed to victory in a dry opener in his Ford Falcon, but admitted his success was "hollow" in the wake of Saturday's events. Robyn Slater (Ford Anglia) claimed second after powering around the outside of Barry Sime's Morris Mini Cooper S at Paddock Hill Bend on the penultimate tour.

Sime benefited from a change in weather conditions to take a lights-to-flag win in the second race. Neil Bray came home second on the road in his Austin Mini Cooper, but was later handed a 10-second penalty for a false start. John Davies was the grateful beneficiary in his similar car, taking the runner-up spot in his first race at Brands for 27 years.

Rain was also falling at the start of the first Britcar Trophy race. Kevin Clarke (sharing with Simon Baker) led the early stages until a suspected electrical glitch caused the car to cut out on the run up to Druids on lap 26 of 45.

Axel van Nederveen, driving solo in his Ginetta G55A, came through to claim the spoils ahead of Mark Lee's similar machine. Baker and Clarke bounced back to win race two by almost a lap, as Lee edged the BMW M3 E46 of Jasver Sapra/Bryan Bransom for second.

Niall Bradley battled contrasting track conditions to win both Kumho BMW contests in his E46 M3. Michael Vitulli claimed second in a dry first race despite a tangle with a backmarker in the closing stages of a race that was stopped early.

Circuit conditions were greasy at the start of race two, but Darren Morgan-Owen's decision to start the race on slicks proved to be correct. With the track drying in the closing laps, Morgan-Owen was able to power through to second. Brad Sheehan recovered from sliding off on oil at Surtees in race one to claim the final podium spot in the second contest.

Photo: Gary Hawkins

Alan Greenhalgh (l) took no pleasure from his Pre-'66 win

Gary Prebble was victorious on an away day from Combe

RACE WINNERS

Britcar Trophy
Race 1: Axel van Nederveen (Ginetta G55A); **Race 2:** Simon Baker/Kevin Clarke (BMW 1 Series)

Pre-'66 Touring Cars
Race 1: Alan Greenhalgh (Ford Falcon); **Race 2:** Barry Sime (Morris Mini Cooper S)

JEC Saloons & BOSS
Races 1 & 2: Malcolm Harding (Ford Escort Mk2 Zakspeed)

Kumho BMW
Races 1 & 2: Niall Bradley (BMW E46 M3)

Pre-'83 Touring Cars
Mark Lucock (Ford Escort)

Thunder Saloons
Jason West (BMW E46 M3)

Pre'93 & Pre-'03 Touring Cars
Gary Prebble (Honda Civic EG)

Junior Saloons
Ruben Hage

Advertising enquiries: 01732 446757

COLUMN

BRADLEY GRAVETT

The son of 1990 BTCC title winner Robb is making his mark in the Mini Challenge

Photos: Jakob Ebrey

Gravett in the Mini Challenge

Gravett Jr gets hint and tips from his father

Motorsport is in my blood. Being the son of the 1990 British Touring Car Champion, Robb, I have grown up following my dad's exploits in whatever he has been racing.

I knew it was a path I wanted to take, and I am delighted that I am currently in the middle of my second full year of racing in the Mini Challenge UK, now driving in the ultra-competitive top-flight JCW division.

In 2007 I managed to talk my father into getting me into a kart after nagging for months and months. I went in at the deep end in the most competitive series. We got in touch with the late Martin Hines and he supported me through Zip Kart and I signed for his Young Guns team. We did six races and then went into Super One, alongside the likes of Jack Goff, Ollie Rowland and Ash Sutton. In order to gain experience, I also did Stars of Tomorrow.

Top-flight karting is expensive and I was amazed at how much it cost to try to be competitive in the British Championship. We learnt our craft and did OK. I got beaten up a bit and there was lots of contact and that was an education. I was getting quicker as the year went on, but the results weren't quite there.

For the 2008 season, I jumped over to KF3 karting. I was on a Tony Kart chassis in Super One and we ran as an independent team. Again, I was fast and improving, however, I hadn't realised how much it was costing to fund and it was an eye-opener – I was 14 years old, and it was now time to learn about the commercial side of the sport and about the world of business.

Dad suggested I did a business studies course at college. He explained that so much of being successful in motorsport is about gaining support and working with sponsors to raise the budget. I loved the course and learnt so much. Since an early age, I have always had some kind of job, but now I could run my own business and have successfully worked with a number of start-up companies.

I continue to work hard in an effort to raise enough budget to fund my racing ambitions.

Since 2008, I have remained around motorsport and I tested a BARC Formula Renault at Oulton Park in 2012. I was only a few tenths off the pace and it was my first ever drive of a race car. You don't have any fear at that age, do you? I was pushing so hard.

In 2020, I was driving home from work and was stuck gridlocked on an A-road. I knew that one of my old karting rivals lived in the area and was competing in the Mini Challenge JCW series and I ended up stuck next to his race car on a dual carriageway on the back of a flatbed truck. At the same time I was on the phone to my dad and he told me that he had just sold a road-going Mini to a team that was running in the Mini UK championship. It was all a total coincidence and the sign I needed to convince me that this was where I was meant to be. Dad rang them up the next day, and three weeks later I was in the car testing it at Snetterton. I had the money to pay for the test myself, which was a great feeling.

I had to gain some experience before I could go and approach sponsors. I created a brochure from that test and went through my entire contact list, and hit the phones. With my business head on, I raised enough to compete in the Mini Cooper series for the following year with Graves Motorsport.

I found the Coopers challenging to drive especially as we couldn't do much testing. In spite of this, I had a top six in the first and last races of the season. I was on a massive learning curve and often found myself in the wrong place at the wrong time, but I loved it and I was quick on a lap and in the races.

The JCW, that I am driving this year, is much more expensive with the additional pressure

Gravett has the aim of joining the BTCC one day

of being in front of the BTCC crowd. They are effectively a 'mini' touring car, and due to their size and power can be a handful at times. They are quite snappy, but are all about the chassis set-up which dad loves. Back when he was racing professionally, he would dig down into the dynamics of how a car behaved, and his adjustments would be reflected in the lap times. Subtle changes can make a huge difference in the JCW, so the team and I have spent a lot of time fine tuning. We are halfway through the season and my confidence is growing.

There are advantages and disadvantages to having the Gravett name. Yes, it opens doors, and I am going to use that, but it also puts an expectation there. Dad does help a lot. He is very involved. After all, he has been there, done it and won many championships . He knows what he is doing and is a master of the set-up: that is something he has always been able to do throughout his career. He wants me to be fast but, more importantly, I have to be quick if I want to continue this journey. I have to prove that I deserve my place on the grid through talent.

I think I am quick enough for the Rookie title – even though I am 27 years old – but I am always looking further than that. There is only one place I want to finish!

We have a very clear plan ahead of us. If I can prove myself on the track and continue to support my sponsors, 2021 will see me continue to gain valuable experience in the JCW; the following year, a run at the championship title with the goal of driving in a touring car in 2023.

We have secured a number of long-term investments, including a multi-year contract with a German lubricant and additive manufacturer who I am an ambassador for their UK motorsport distributor. It helps that I am a massive fan of its products too, my road-going BMW has never run so well.

Ultimately, the BTCC is the goal for myself, my team-mate Max Coates and the Graves Motorsport team. It's a few years off but we're absolutely moving in the right direction.

"The British Touring Car Championship has to be my ultimate aim for the future"

WHAT'S ON

YOUTUBE

In this week's MN we give you the lowdown on the latest Classic event from Silverstone. And for our weekly YouTube delve the Classic's YouTube channel offers us some wonderful action that is retro in more than one sense. Doubly appropriate for the Classic really…

We head back to 2014 and a race that Bruce Jones describes as "the new standard setter" for the event that "surely put the bar to the highest level we have ever seen: an astonishing race".

No wonder. It's FIA Masters Historic Formula 1's second counter of the weekend, and of course stars its vast and eclectic field of screaming Cossie DFV-powered 1970s and early 1980s' F1 machines. Some of historic racing's most noteworthy names push Tyrrells, Williams and Arrows and the like.

The race was characterised by a five-way battle for honours more reminiscent of Formula Ford. It even had a couple of guys who'd joined in having risen in no time from way down the grid. And first place was settled by a fine manoeuvre.

You can watch the race in full at: youtube.com/watch?v=_IVcblx93pw, or you can search: 'Classic Formula One cars race at Silverstone! 2014 Masters Historic Formula One from The Classic'.

Graham Keilloh

Epic historic F1 fight

TV GUIDE

This Saturday we find Sky Sports F1 helping us catch up on the FIA Formula 3 season so far by showing every race, starting early that day with the opening sprint race at Barcelona (0745hrs-0850hrs) and concluding with Hungary's feature race at 2300hrs-0000hrs.

The channel then the following day (Sunday) does the same thing with this FIA Formula 2 season thus far, starting very early at 0600hrs-0715hrs with Bahrain's first sprint race.

BT Sport meanwhile has some British Rallycross Championship highlights action, which if you're quick you can catch this (Thursday) morning at 0900hrs-1000hrs on BT Sport 3. But if you're not quick, fear not as it's also repeated across the coming days.

And as we head into next week you can catch the best of this weekend's Pure ETCR meeting in Copenhagen on Eurosport 1, shown on Tuesday at 1100hrs-1130hrs and at 2130hrs-2200hrs and on Wednesday at 0045hrs-0115hrs.

FIA F3 is shown on Sky

Premier Sports has action too, including of the stockcar variety with the best of BriSCA F1's Skegness meeting which is shown at 0900hrs-1000hrs today on Premier Sports 1 and is repeated on Monday at 1730hrs-1830hrs on Premier Sports 2.

Graham Keilloh

LIVE TV

INDYCAR NASHVILLE
Practice 1: Friday, 2110hrs-2225hrs, Sky Sports F1
Practice 2: Saturday, 1800hrs-1845hrs, Sky Sports F1
Qualifying: Saturday, 2130hrs-2300hrs, Sky Sports F1
Race: Sunday, 2230hrs-0100hrs, Sky Sports F1

DTM ZOLDER
Qualifying 1: Saturday, 0930hrs-1015hrs, BT Sport/ESPN
Race 1: Saturday, 1215hrs-1400hrs, BT Sport 1
Qualifying 2: Sunday, 0930hrs-1015hrs, BT Sport 1
Race 2: Sunday, 1215hrs-1400hrs, BT Sport 3

DTM TROPHY
Race 1: Saturday, 1400hrs-1500hrs, BT Sport 1
Race 2: Sunday, 1400hrs-1500hrs, BT Sport 3

ADAC GT MASTERS NURBURGRING
Race 1: Saturday, 1500hrs-1700hrs, Premier Sport 2
Race 2: Sunday, 1500hrs-1700hrs, Premier Sport 2

NASCAR WATKINS GLEN
Race: Sunday, 1930hrs-2330hrs, Premier Sport 2

LISTINGS

SATURDAY

■ **Silverstone National, Northants**
BDC meeting: Bentleys, Morgans, FISCAR, MGBs, Ecurie Classic, Sports Cars, Allcomers **Starts** racing from 1305hrs (qualifying from 0900hrs) **Admission** £14 **Web** silverstone.co.uk

SATURDAY-SUNDAY

Snetterton, Norfolk
British GT meeting: British GT, F3, Ginetta GT5, Ginetta Academy, 500cc F3, Elise Trophy, Aston Martins **Starts** Saturday, racing from 1345hrs (qualifying from 0900hrs) Sunday, racing from 0955hrs (qualifying from 0900hrs) **Admission** adult £22, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Brands Hatch, Kent**
BRSCC meeting: FF1600, Zeo Prototypes, Caterham Seven, Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy, Track Attack Racing Club, Classic and Modern Motorsport Club **Starts** Saturday, racing from 1335hrs (qualifying from 0900hrs) Sunday, racing from 1055hrs (qualifying from 1000hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Croft, N Yorks**
BARC meeting: Legends, Mini Challenge, Citroen C1, Caterham Graduates, NW Sports/Saloons **Starts** Saturday, racing from 1125hrs (qualifying from 0930hrs) Sunday, racing from 1200hrs **Admission** adult £15, under 15 free **Web** croftcircuit.co.uk **Contact** 01325 721815

■ **Silverstone International, Northants**
750MC meeting: Clio 182, Club Enduro, BMW Car Club, Formula Vee, Formula 1000, Type R Trophy, Toyota MR2, Roadsports, Bike Sports, Hot Hatch, Bernie's Sports Racing and V8s, CALM All Porsche Trophy **Starts** Saturday, racing from 1115hrs (qualifying from 0900hrs) Sunday, racing from 1110hrs (qualifying from 0900hrs) **Admission** £14 **Web** silverstone.co.uk

SUNDAY

■ **Anglesey, N Wales**
CTA meeting: Single Seaters, TCR UK/Touring Car Trophy, Civic Cup **Starts** racing from tba (qualifying from 0900hrs) **Admission** £10 **Web** angleseycircuit.com

■ **Knockhill, Fife**
SMRC meeting: FF1600, Classic Sports and Saloons, Mini Cooper Cup, Fiesta ST, C1 Cup **Starts** racing from 1200hrs (qualifying from 0900hrs) **Admission** adult £15 **Web** knockhill.com

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Classic rally Austin making a splash, by Chris Noble

Peter Atkins enjoyed Shelsley Walsh

On a collision course, by David Harbey

A Citroen on the edge, by Chris Collier

Alex Ireland saw this BMW at Knockhill

NEXT WEEK — OUT THURSDAY, AUGUST 12

*Correct at time of going to press

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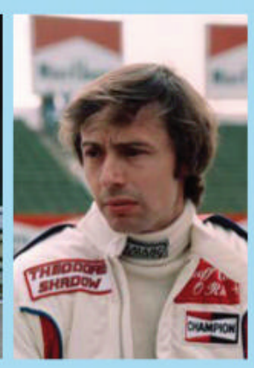
The talent that struggled to shine in F1



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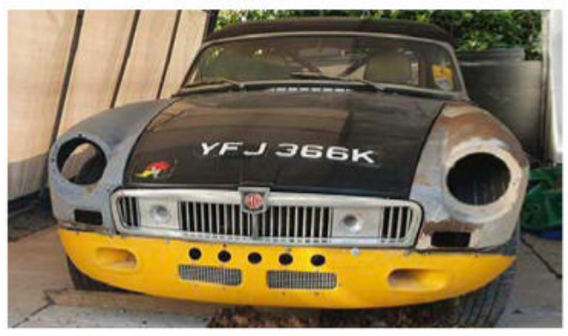

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